

SUNlite

Shedding some light on UFOlogy and UFOs



If you happen to be abducted, be sure to give an exclusive to "Smear". Somehow, however, I don't think you are the abduction-prone type.

James Moseley March 19, 2011 letter to SUNlite

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Cover: The launch of a scout rocket seen in this NASA photograph may have played a role in an unexplained case from the files of project Blue Book.

Left: James Moseley, UFOlogy's self-proclaimed Supreme Commander, chats with Lance Moody.

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Farewell Supreme Commander

I was alarmed in early November, when I received an e-mail, which reported that James Moseley had been admitted into the hospital. I knew he had been having difficulties and was afraid that this could be serious. Just a week later, I received the sad news that Moseley had passed away. UFOlogy had lost an icon and I had lost somebody that I considered a friend.

My personal interactions with Mr. Moseley began shortly after I started publishing SUNlite. Prior to that, I had been familiar with Saucer Smear from the issues that were published on the internet. I found them quite humorous and an accurate appraisal of UFOlogy. I was surprised when I received a snail mail from him congratulating me on the production of the newsletter and if we could talk on the phone. I gave him my number and began sending him a print version of SUNlite with a short letter every two months. I think he found some of the articles interesting and let me know when he disagreed with my conclusions. Our phone calls were cordial and he would give me some insight on UFO happenings over the years. James seemed to enjoy arguing about UFO cases on the phone but appeared frustrated with me when I did not immediately take a "debunker" position when he brought up a case I was not familiar with. I guess he expected me to immediately propose a solution. After explaining to him that I could not draw any conclusion without more information, he seemed satisfied. Maybe I should have simply stated it was Venus seen through an inversion produced by swamp gas!

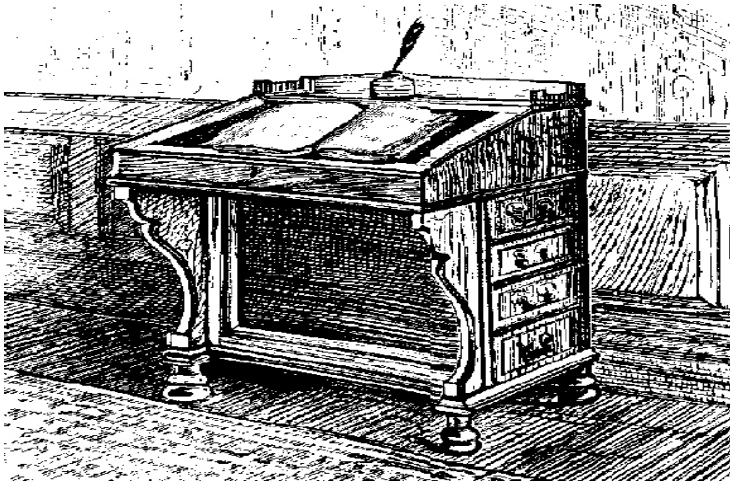
Despite our differences of opinion on UFOs, and his occasional reference to my "debunking", I found my communications with Mr. Moseley very enjoyable. He was a wealth of information and probably knew more about the various personalities in UFOlogy than anybody else. He had some strong opinions about certain individuals, who I will not list. I was surprised that many of those negative opinions were not of skeptics and debunkers but from the proponent side of the equation. This probably had to do with the fact there aren't that many skeptics/debunkers (Menzel and Randi seemed to be his least liked skeptics) to discuss and an incredible number of UFO proponent personalities that infest the field.

If you never talked to James Moseley, might I suggest you watch Lance Moody's video clip of Moseley talking about a lot of things on Moody's blog. It is an excellent snapshot of his personality.

The thing I will probably miss most will be his little postcards, which all could read but were labeled "Confidential". My wife found that odd until I explained the intent was for me to keep the information he relayed to me confidential. I received his final letter on the 1st of October, which included more opinions about UFO personalities. I will miss those letters, post cards, and issues of Saucer Smear. I want to salute the supreme commander for his decades of service to the UFO community. Some people may not have liked him but he made an impact that can not be ignored.

Who's blogging UFOs?

Hot topics and varied opinions



The daily telegraph took a lot of heat from UFOlogists with an article they wrote about UFOlogy being dead. UFOlogists countered that UFO reports were numerous and that to make such a proclamation was hasty. The author of the article, Jasper Cummings, was only quoting "UFO expert", Dave Wood, who was chairman of the Association for the Scientific Study of Anomalous Phenomena (ASSAP). Wood had stated that there just wasn't any compelling evidence coming from these anecdotal reports. So, when MUFON says they have 700 reports per month, it means very little if these reports do not provide anything of value. MUFON, and other UFO groups, seem to miss this important point.

David Clarke would comment about this on his blog and point out that ASSAP was holding a summit on the subject, where a number of experts would discuss the future of UFOlogy. Dr. Clarke noted that because of the lack of recent compelling cases, UFOlogy has turned back to the old cases like Roswell

and Rendlesham as their cornerstones. The implication is that UFOlogy has painted itself into a corner. They can't prove that aliens are abducting people, alien spaceships crash to the earth frequently, or that any unidentified UFO case was an actual alien spaceship. As a result, they endlessly cycle through these classic cases and make claims that the only solution to them is an alien spaceship. Dr. Clarke concludes that UFOlogy is an example of a "living myth". He emphasizes that his use of the word "myth" does not mean that UFO reports do not exist. Clarke explains that his use of that word has more to do with how people readily accept the alien spaceship explanation for the UFO mystery.

The Pelican lamented the apparent demise of UFO Updates. I have also noted the lack of activity on Updates. This has more to do with the failure of Updates to adapt to new technology. The Updates list was very popular years ago but with the advent of blogging, fewer UFOlogists appear interested in commenting on an antiquated mailing list. Rather than format a response to accommodate the number of characters per line required by the list, they can quickly comment and argue on the same subject in a blog or other forum. Either UFO Updates should change its format to a forum or blog or just shut down. The archive is a good resource to peruse but that is about it.

Denver seems to have the same problem as Chile's CEFAA. That being they have videos of similar UFOs and deny they are bugs. The local FOX television program, based on videos presented by a local man, decided to go to the same location and see if they could also record UFOs. Not surprisingly, they were able to do so. Rather than suggest a potential mundane explanation, they chose to promote the wild claims that these UFOs are something exotic. I was amazed at the inability of their news reporter, Heidi Hemmat, to recognize what probably are videos of bugs. Why didn't they simply set up two cameras to resolve the issue? Instead, they chose to record it and then declare it can't be a bug. I have seen this dance before and I wonder if they have been talking to Leslie Kean. Following up on this, the Rocky Mountain Paranormal Society actually went to the site and performed their own video recordings. Their conclusions were that there were plenty of bugs in the field and that the objects in these videos, which they also recorded, were most likely bugs. In response to this, Fox asked for the opinion of entomologist, Mary Ann Hamilton (the same way Kean asked several in one of her articles). She concluded that it probably was not a bug, which Hemmat felt sealed the deal. However, this expert appeared unsure while she watched the video. Hamilton did not elaborate why she did not think these were bugs but I have seen enough footage in my videos of actual bugs that duplicates what was visible in the Denver videos. In his blog posting on the subject, Dr. Phil Plait, stated he talked to Hamilton. Apparently, she was only shown a few clips and was told that these objects were far away and not close. She tried to see wings and body segments on these objects but could not and concluded based on the information she was given, that they probably were not insects. Unfortunately, the Fox news team did not give her all the information. Had she been provided everything, she would have arrived at a far different conclusion. Instead of declaring they probably were fooled by a bug, the Fox reporter took another track, where she chose to paint the skeptics incorrect. Fox should have taken the initial approach that if it acts like a bug and behaves like a bug, it probably is a bug. Until somebody proves they are not bugs, this is a likely explanation.

Speaking of Leslie Kean and her Chilean bug videos, she finally got around to writing her findings based on what others told her. Kean states one Spanish researcher and Dr. Bruce Maccabee state they are probably bugs. However, she also adds another Spanish researcher states they were metallic and not bugs. Meanwhile, Dr. Haines has stated that he was able to identify two videos showing the same object from two different locations. This means that at least this object was distant. I think that Haines is seeing what he wants to see but that is my opinion on his research. Meanwhile, CEFAA, who were the ones promoting these videos at a UFO conference, now states that they can't prove they are or are not bugs. I find that very amusing because they could not think of

Who's blogging UFOs? (Cont'd)

saying otherwise. If they had revised their original conclusion they would look like a bunch of "drooling idiots" and people would start questioning their purpose as a government agency. It was far easier for them to list this as "unsolved" or "inconclusive". Meanwhile, Kean seems perplexed and is adopting the CEFAA position that she can't draw any conclusions. For somebody who promoted this as possibly *"the case that UFO skeptics have been dreading"*, she now seems to be trying to wash her hands of the whole affair with this article.

Barbera Mervine pointed me towards this story written by an Air Force pilot telling everyone about his UFO. I recognized it as a celestial object as the story began to unfold. The point he was trying to make was, at the time of the event, he and his crew thought it was an actual craft of some kind that was flying at extremely high altitude ahead of them. They eventually did figure this out without filing a report about it. One wonders if they had not figured it out and the story was reported, how many UFOlogists would have promoted it as a classic UFO case?

Tim Hebert had an interesting post regarding missile shutdowns that were supposedly caused by UFOs. He describes the engineering change proposal (ECP) that was initiated because of the Echo flight shutdown. If the cause of the shut down was determined to be something electronic rather than an external source like a UFO, then the next logical step would be to design a noise suppression circuit. This ECP was part of the process for installing such a circuit. The ECP is evidence that the USAF did not consider UFOs a threat to their missiles contrary to what many prominent UFOlogists want everyone to believe.

Oregon MUFON recently published a UFO investigation report that has me wondering if the group really has its investigations based on reality and more on a will to believe. This involved a video of an odd looking multi-colored object that took some time to drift across the sky. For some unknown reason MUFON chose not to publish the video and only presented select frames in the report. There really is no reason to reject the potential explanation that this was some sort of helium balloon cluster or character balloon. The investigator chose to reject this explanation because there were no strings visible, it transformed in shape, and, my favorite, *The appearance and behavior of the apparently internally generated lighting effects on the constantly changing protuberances practically defies explanation as a known terrestrial, human-made technology.* My guess is that these internally generated lighting effects have more to do with how the sun reflects off the various internal surfaces in the balloon sections than something that "defies explanation". So what did Oregon MUFON conclude? They concluded this UFO was some sort of craft that wanted to "mimic" a balloon! This reminds me of those videos I saw a few years ago where somebody claimed that their UFOs were trying to mimic airplanes (I think they referred to them as "fake airplanes"). I am not sure how any outside observer, who is trying to be objective, can read this report and agree with Oregon MUFON's conclusions. If it looks like a balloon and acts like a balloon, then it probably was a balloon. Until the investigator can prove otherwise, this is most probable solution to the video.

Openminds decided to present "The UFO briefing document" as if it were news of some kind. This was written over a decade ago. Some of the cases in this document have been explained. An example is the June 22, 1976 UFO sighting. This was caused by a US Submarine missile launch test. Other questionable cases included the Rendlesham incident. Missing in the document were the statements made by the airmen right after the incident. Their statements were available for all to read but they were never published until James Easton was able to gain access to the Citizen Against UFO Secrecy file in 1997. One wonders why the writers of this document chose not to look into the file and present this information. The rest of the document is nothing more than a one-sided presentation of the usual "classic" UFO cases. A better name might be "The UFO propaganda sheet".

The Japanese navy is supposed to be involved in recovering a crashed UFO. Of course, the source for all of this information is an unnamed high level official. The usual claim is made that there is a cover-up in place. My guess is this "high level official" is some paper pusher that read a message involving a Japanese destroyer recovering some unknown debris. I suspect it was of earthly origin and did not involve alien technology. Don't hold your breath on this one.

Salinas, Kansas seems to be misidentifying astronomical objects as UFOs. This is no surprise. The one video appears to show a bright scintillating star and the Salina Sky Cam image MAY be Jupiter setting (there is not enough details to tell if this was the case). Most of the stories include the UFO hovering for many minutes (in one case 2 hours!) before vanishing. All of this indicates the UFOs are probably astronomical in nature.

Robert Sheaffer has a response to a recent MUFON article by Stanton Friedman about debunkers. I had responded to similar criticism about me in SUNlite 4-3 (p 39-43). Mr. Friedman presents absolutely nothing new in his arguments and recycles the same mantra over and over again no matter how flawed his arguments are. His articles continue to appear more like a preacher trying to keep the "flock" satisfied and less like a scientist trying to present sound arguments that are convincing.

Vicente-Juan Ballester Olmos released a report about Antarctica UFOs from 1965. It is mostly in Spanish but the conclusions are not. Basically they state that most of these old reports are just points of light. Apparently, books that have promoted these cases are exaggerating the details. According to the report, these sightings probably have prosaic explanations.

The Roswell Corner

Resurrecting Walter Haut

Anthony Bragalia recently wrote a piece where he indicated it was news that Haut had described finding alien bodies. Actually, this was news over a decade ago, when the interview was conducted. Frank Warren, who I would not consider a skeptic, wrote in 2007 that he was present at the interview and that Haut was not capable of remembering a lot of things. In fact, in addition to seeing the crash site and alien bodies, he also stated, when asked, he never saw any wreckage! Another member of the group that was present at this interview was Dennis Balthaser. He would state in 2007 that Haut demonstrated a loss of memory during the interview. The only person of the group present during the interview, who felt Haut was in control of his mental faculties, was Wendy Connors. However, that is not the last time Haut was interviewed. On July 1, 2003, Haut appeared on The Larry King show. When King asked Haut if he saw any of the wreckage, he stated he had not. It seems that Haut kept contradicting himself in interviews and one really can not put much weight in specific statements made in these later years. He even signed two affidavits that told different stories.

To top this all off, we have to look at Haut's involvement in the Roswell legend. Kevin Randle pointed out that Haut had personally endorsed the testimony of Frank Kaufmann. Kaufmann was later determined to be a liar and hoaxer. What does that say for the integrity of Mr. Haut? Phil Klass had written that Haut had also directed Stanton Friedman towards Glenn Dennis and his tale. Dennis' tale has been poked full of so many holes, that many of the Roswell writers have begun to question his truthfulness. Both of these gentlemen were friends of Walter Haut. If Haut really knew the truth, why would he indicate that their lies could be trusted?

The crashology belief is that Walter Haut had been lying to everyone for years but, only before his death, he chose to tell the truth. Could it be that he was telling the truth prior to this and only told this story based on his mixing up of reality and fantasy regarding the Roswell incident in later years? Wouldn't it be better to trust his earliest recollections on this BEFORE the Roswell incident became one of the cornerstones of the Roswell economy and part of his legacy?

The best example of where the real truth probably lies can be found in Haut's earliest interviews. He told the Roswell Daily Record back in the 1981, that he had completely forgotten about the whole event until he had been contacted by Charles Berlitz (See SUN-lite 3-1 and below). How could any individual forget they had seen a crashed alien spaceship and alien? Wouldn't that sort of thing stick in his mind? Like Haut's second affidavit, this interview that Bragalia find significant can not be considered an accurate record of what transpired at Roswell Army Airfield in July of 1947. Trying to imply that it was is ignoring everything Walter Haut stated throughout the decades prior to this one interview.

Author says 'Roswell Incident' finds readers around the world

By LYNNE VANS
Record Staff Writer

If writer Bill Moore has his way, Roswell — the home of rocket scientist Robert H. Goddard — may be better remembered for fragments of a yet-to-be identified flying vehicle which crashed on a ranch near here during the summer of 1947.

His book, "The Roswell Incident," co-authored by Charles Berlitz, has already sold 30,000 copies in the United States and is going into a second printing.

During a December autograph party in Roswell, Moore told the Daily Record that German and Portuguese editions are already out, the British edition will be released on Jan. 15, and a Spanish edition is in the works.

Rights have been sold in every major market in the world, including Greece, Israel and Yugoslavia, he added, noting that Columbia owns the movie option. Whether they'll do anything with it, is still uncertain.

"It's just now beginning to build," Moore said of his book's popularity. "We've had a number of quite favorable book reviews."

Police try TV

LOS ANGELES — Los Angeles Police Chief Daryl Gates will have a weekly segment featuring a general crime report in the City of Los Angeles on KHJ-TV's "Ten O'Clock news" beginning this week.

Stephanie Rank Brady, vice president and news director of KHJ said that this is the first report of its type to air on a local television news program in an era where crime is of the utmost concern to the citizens and the community.

KHJ-TV, Channel 9 news is broadcast at 11 p.m. in this time zone.

Moore remarked that "Roswell Incident" seems to be selling itself.

He's had phone calls and letters from people all over the country asking where they can buy a copy.

Walter Haut, who owns Walter Haut's Gallery of Art, 412 W. Second St., set up the autograph party for Moore at the gallery.

He admits to having a very modest part in the events of "The Roswell Incident" — he was public information officer at Walker Air Force Base when the wreckage was discovered.

Haut said he's sold 86 of the books, special ordered from a West Coast wholesaler. He normally doesn't handle books, he said.

Commenting on the reactions of people who hear about or read the book, Haut said: "Their first question is, 'Is this guy on pot?' Then they ask if Moore and Berlitz can substantiate their information. And at least 10 buyers told him they had seen a UFO themselves.

Queried about his part in the incident, Haut just chuckled.

"A lot of people asked me why I didn't ask questions. First of all, when the general calls you and says 'Write a press release with this and this and this fact and nothing else,' you don't question him. I just got the information and released it."

The whole thing might have died an early death, Haut remarked, except for the unfortunate way he worded part of the release.

In describing how Maj. Jesse Marcel, Walker Air Force Base security officer, collected the pieces and accompanied them on an airplane to Carswell Air Force Base, Haut wrote that "Maj. Jesse Marcel flew the object to Fort Worth."

The press took his statement literally, and assumed that Marcel

entered a complete saucer, figured out the controls and took off for Fort Worth.

As fate would have it, Haut had a friend in the Eighth Air Force whose job was traveling around the country collecting stories and photos of UFOs.

Just before the crashed weather balloon affair, "He had been showing us the pictures."

The friend told Haut that, as of that time, none of the stories or pictures he'd collected had even a suspicion of being the real thing.

"So I didn't think much of it and the whole thing died on the base."

In fact, Haut said he'd forgotten the whole affair until Charles Berlitz contacted him.

Whatever the reasons for the popularity of books on UFOs such as "The Roswell Incident," saucer buffs are still trying to get the U.S. government to admit that there's something strange out there.

Moore has just received a copy of a 1980 court decision in which an unaffiliated group of UFO enthusiasts took the National Security Agency to court. They hoped to force the NSA to release certain documents withheld despite the Freedom of Information Act.

They lost. According to the opinion, after a review of affidavits by NSA official Eugene Yates, "The communications intelligence reports clearly relate to the most sensitive activities of the defendant . . ."

"The court finds that release of this material could seriously jeopardize the work of the agency and the security of the United States."

Meanwhile, Moore says he's received some interesting corroboration on sources in "The Roswell Incident" and has not abandoned the idea of a follow-up.

That strange cylindrical UFO seen in October 2012

Last issue, I briefly mentioned the sighting of a strange UFO hovering over Kentucky and Tennessee on the October 16th. I also described finding sightings of a similar object the day before in Tennessee and a day later in Virginia and Pennsylvania. At the time, these were my initial findings concerning, what might have been, a “mass sighting” missed by UFOlogists. Now I can present what I discovered in a manner that can help explain the event.

The news reports

The initial reports focused on a sighting by Virgie, Kentucky amateur astronomer, Allan Epling, who photographed and video recorded the UFO in his telescope on October 16th. The images were interesting and there was mention that the UFO had been seen over a wide area. The idea that an actual amateur astronomer saw this UFO piqued my interest and I wanted to learn more about the event.

The various news reports included images by Epling and the video he shot. The image/videos showed what appeared to be a balloon of some kind. While Epling gave no specifics that can be quantified in his report to MUFON or in the news, he did mention it was at a very high angle of elevation, was of small angular size, and had a slow angular speed.

The magnification Epling stated using was 150X with an 8-inch Schmitt-Cassegrain telescope. He also mentioned he filmed it using a Canon digital camera he pointed towards the eyepiece. In the one video I saw, he zoomed in with the camera. This all indicates Epling shot using an afocal method, which does not actually photograph the entire field of view in the telescope eyepiece. The eyepiece in his telescope looked to have a large apparent field of view, indicating that the true field of view was probably about 0.5 degrees. The size of the image in the video, at its smallest, before Epling began to play with the zoom feature, was about 1/5th of the full field. This makes the maximum angular size to be about 0.1 degrees or 6 minutes of arc. I would think this was a maximum size and it probably was smaller than this value.

This all indicated that either the object was very small and close or very large and distant. The wide range of observations indicated in the news reports seemed to confirm that the object was large and at a very high altitude.

Additional sightings

Originally, I only went to the date in question and found a few reports, that sounded like the same object, in the MUFON database. I then decided to look further and discovered another MUFON report where the witness provided an image that looked similar to the Epling photographs. This was taken the day (the 15th) before in Tennessee. Observers in Huntsville, Alabama also saw this UFO on that morning. If this was the same object, it was moving towards the northeast at a slow rate of speed.

Following this idea, I looked at the 17th and found more reports in area centered on the West Virginia-Maryland border. One observer in Chambersburg, Pennsylvania stated they saw the object in the morning in one are of the sky and then saw it again in another area of the sky in the afternoon. Below is a summary of these reports:

Date	Time	Location	Description
10/15	None given	Lynchburg, TN	Photographed through spotting scope as cylindrical object that changed brightness. Visible to the north. (MUFON)
10/15	8:50 AM	Huntsville, AL	Seen by multiple witnesses including MUFON state director over a very large area. Described as a bright dot that fluctuated in brightness. Visible to the north. (MUFON)
10/15	16:40	Murfreesboro, TN	Changed shape from point of light to a line that fluctuated in brightness. Slowly drifted towards north-northwest. Time probably in error as it was reported on the 15th at 15:22. (NUFORC)
10/15	10:30	Normandy, TN	Long rectangular object seen in binoculars. (NUFORC)
10/16	Afternoon	Virgie, KY	Epling observations (MUFON and news report)
10/16	16:30	Belfry, KY	Cylinder shape. Fluctuated in brightness (NUFORC)
10/16	12:00	Johnson City, TN	Cylinder that fluctuated in brightness. Moved towards west at one point and then hovered. Eventually rose and disappeared from sight. (NUFORC)
10/16	11:45	Johnson City, TN	Slowly rotating pole-shaped object that varied in brightness. Seen in a NW direction. Eventually disappeared from sight. (NUFORC)
10/16	10:00	Piney Flats, TN	Cylindrical object visible to the WNW that varied in brightness. (NUFORC)
10/16	None given	Pikeville, KY	Motionless “silver ink pen”. (MUFON)
10/16	None given	Blountville, TN	Cylindrical object. Moved SW to NW. Very rough angular speed of 10-20 degrees/hour. (MUFON)

10/16	15:00	Williamson, WV	Cylinder visible in sky all over town. (NUFORC)
10/17	8:30 and 15:45	Chambersburg, PA	Object sighted fluctuating in brightness in southern sky in the AM. In afternoon sighting, object was still fluctuating in brightness and visible as an oval shape in ENE.
10/17	17:00	Chambersburg, PA	UFO fluctuating in brightness in the sky. (MUFON)
10/17	None given	Ranson, WV	Object reflecting light that was stationary in the sky. (MUFON)
10/17	None given	Cross Junction, VA	Cylinder shaped object visible high in the sky (50-60 degrees) to the north. Fluctuating brightness. (MUFON)
10/17	11:00	Winchester, VA	Bright star-like object visible to the north that fluctuated in brightness. (MUFON)

There is a common theme in all these observations. The object was cylinder-shaped, it moved slowly, and was changing its brightness as if the sun's reflected light was varying as the object tumbled or rotated. One can draw a possible conclusion that these were all observations of the same object. If so, how fast was it moving and was it possible it was wind driven?

The ground track



Based on these observations/reports, I came up with the above approximate ground track of the UFO between October 15th and 17th. It appears that the object traveled about 600 miles in two days. The average speed for this would be about 12 miles/hour (10 knots). This assumes a straight line path. It could have been an oscillating path making the actual speed much higher. This kind of speed seems consistent with something floating with the wind. I checked the radiosonde database at the University of Wyoming to see if the winds might support such a track.

Wind data

	Nashville, TN (October 15th 1200Z)		Blacksburg, VA (October 16 1200Z)		Sterling, VA (October 17 1200Z)	
Altitude (meters)	Wind Dir	Speed	Wind Dir	Speed	Wind Dir	Speed
Ground	330	4	290	7	150	1
2000	308	30	330	25	269	9
4000	271	45	306	17	273	10
6000	262	53	300	43	279	17
8000	285	64	305	41	250	25
10000	245	57	320	42	242	44
12000	250	55	305	62	235	59
14000	260	64	255	28	237	36
16000	245	23	252	42	252	27
18000	205	22	280	30	205	10
20000	272	9	230	16	280	21
22000	90	2	200	11	207	12
24000	320	22	326	6	340	10
26000	88	7	38	12	59	11
28000	37	7	75	22	80	16
30000	20	1	na	na	80	27

Wind speeds are in knots and the direction is the direction from which the wind is blowing.

The region of the atmosphere that tends to support the ground track was around 18,000 to 20,000 meters. If we look at that region

closer, we see the following:

	Nashville, TN (October 15th 1200Z)		Blacksburg, VA (October 16 1200Z)		Sterling, VA (October 17 1200Z)	
Altitude (meters)	Wind Dir	Speed	Wind Dir	Speed	Wind Dir	Speed
18000	205	22	280	30	205	10
18500	235	33	245	7	205	20
19000	266	24	210	19	220	28
19500	215	11	275	11	220	21
20000	272	9	230	16	280	21
20500	325	4	265	15	286	16
21000	280	15	290	10	337	5

More observations

I looked outside the dates of 15 October and 17 October but really found nothing significant. There was one report on the 18th from an undisclosed location in New York but it really had little in the way of specifics. Manual Borraz showed me a MUFON report from California on the 7th of October that might be the same UFO but it is really hard to connect the dots on this part.

One of the reasons there probably are no observations on the 14th or sooner is the weather in that part of the region. The GOES images for the 14th showed clouds in Mississippi, Louisiana, Western Tennessee, and Arkansas. This same weather pattern was in Texas and Oklahoma the day before. If the UFO was airborne over this region on the 14th (and possibly the 13th), nobody on the ground would have seen it.

The Northeast was engulfed in clouds on the 19th, which means the only time the UFO might have been seen (assuming it continued its track) was on the 18th. As I stated previously, there was one observation in New York that might have been the same UFO but it really was too vague to draw any conclusion on this.

The potential source

What do we know about our UFO at this point? Based on the winds data, it seems the object was carried by the wind at an altitude of about 20,000 meters. A reasonable explanation is that this was a clear cylindrical balloon that was about 100 feet or less in size. I had originally suspected it might be related to the balloon launch from Fort Sumner, NM on the 10th. However, I never received a response from my inquiry where I asked if they had recovered their balloon. It is normal for them to do so and since there were no NOTAMs issued for a wayward balloon, I must assume that they did.

Another possibility was mentioned by Manual Borraz and several others:



South Korean protesters have been launching these balloons containing leaflets, food and socks for most of 2012. Some have been from boats offshore. It got so bad that the North Koreans threatened to attack if the South Korean government did not stop them. They issued a ban in October but I am not sure if it stopped the balloon launches. The balloons in the images to the right have a remarkable similarity to the Epling images on the left.

Could such a balloon find its way into the upper atmosphere and make it to the US? I guess it might be possible but is it possible one of these could reach 60,000 feet without bursting? It would have to have been a lucky shot but considering the hundreds (if not thousands) of these balloons being launched, the odds are reasonable that one might make it that far. Another possibility is that somebody decided to fly a similar balloon in the US based on what they saw happening in Korea. No matter what the source, the balloon hypothesis for this UFO seems to be a reasonable solution.

CONFLICTING DRIVES

A Broken Promise in the Faith Why Science Should Study Ufo Reports

By Martin S. Kottmeyer

Ufology has long harbored a dream that it should be taken seriously and that all the effort at collecting reports of ufos is not mere mystery-worship. It longs to be a scientific enterprise that will someday hit pay-dirt. Saucer groups nominally justify their existence to pragmatists by offering the bait that any extraterrestrials able to cross the vast distances between planets or stars tacitly must possess advanced technology and that if we could just study them hard enough we could crack valuable secrets powering or enabling interplanetary or interstellar travel. At minimum, it should give us a new form of ultra-high performance aircraft better than our competitors. A cheap space transport could solve a lot of problems in acquiring new resources or disposing various undesirable toxins. A high yield space-based power system conceivably could save Mother Earth.

Here is George Earley speaking before the American Society of Mechanical Engineers in 1967:

After all, the speed and maneuverability displayed by these UFO's calls for propulsion systems far in advance of anything we now have. The entire vehicle represents, in terms of present earthly knowledge, a tremendous technological break-through. Such a break-through would be quickly reflected in hundreds of allied fields, as well as in fields never dreamed of before. Look at the applications of nuclear energy since 1945 - even the most imaginative science fiction writer never dreamed, before Hiroshima, of all the applications that would be found in less than 20 years. The break-through required to create a terrestrial UFO would have even more far-reaching effects. (Earley 1967)

Here is Ufo veteran Richard Hall telling people "What Science Could Do":

3. Compile a computer data base of all cases that meet a certain minimum set of standards geared toward potential evidential value. Conduct statistical analyses of geophysical associations. Systematically study the data relevant to propulsion clues and UFO physics. (Hall 2006)

And here is Whitley Strieber as recently as 2003 on his website:

This is possible. I have seen it. We can do it. And the stars are not all that far away. If science had taken UFOs seriously fifty years ago, we would already understand, already be on our way. Instead, we have left ungathered the precious treasury of knowledge that organized observation by our best scientists could bring. UFOs are real. They work. We can find out what they are and how they work, and make in the image of their possibilities, our own very real ships to sail the stars. (Strieber, 2003)

These hopes have been codified in the mission statements of ufo organizations. Here are two:

(2) If UFOs are found to be extraterrestrial craft controlled by intelligent beings, what is their method of propulsion, or if they have the technique to operate in another dimension, how is this accomplished? (MUFON Mission Statement)

To encourage and facilitate research into new propulsion technologies intended to replace heat, chemical reaction and atomic propulsion in order to provide mankind with an efficient means of expanding into the solar system and the farther cosmos on as broad a scale as possible. Communion Foundation Mission Statement point 5: (Story 2001)

The universal logical power of this hope was shown when, half a world away, Tian Daojun, a professor at the Nanjing University of Aviation and Aeronautics, argued that skeptics were wrong to ignore ufos. He reasoned, "Any information gleaned about the way alien spacecraft function might serve to upgrade scientific research, resulting in breakthroughs in aviation and aeronautics technologies on Earth." (China Daily, 2003)

Jacques Vallee has stated he knows of at least 4 teams of engineers and physicists that were funded with the express purpose of developing a patentable invention out of the investigation of ufos. (Vallee 1991) The most visible of these efforts was Project VISIT, John Schuessler's scheme to build a UFO device in cooperation with 15 engineers. They tried to extract technical data from people who had close encounters, most notably Herb Schirmer who provided them with sketches. (Landsburg 1977) Their questionnaires didn't get us to the stars, but they at least provided the National Enquirer with the occasional filler item on what statistical analysis showed the typical alien looked like.

There have been instances where contactees have tried to build their own flying saucer drives based on what they saw or was told in their saucer experiences. (Curran, 2001) Unfortunately, in certain instances they have sought investors and taken money. (Stupple & McNeece 1979) There is even a case of an abductee who inspired people to spend thousands of dollars on a magnetic drive that beings from the planet Kladen explained was their mode of travel. (Shinn 2006)

Never one to miss the need to be cruel to be kind, I can tell you truly, these efforts were foredoomed to failure. It is blatantly evident from the budgets of ufo organizations that they never patented any useful breakthroughs from all their intended efforts. Look through their magazines and the books of their members and try to find the promised studies of saucer propulsion systems. Actual papers devoted to ferreting out the means of ufo propulsion are quite rare and the number that try to do this by a systematic survey of ufo reports exactly number zero. An occasional ufologist will reference a case or two plucked out of the compost heap of ufo

data if it favors his particular crank notion. From what I could find though, nobody ever presented a general survey of the testimony relevant to a scientific assessment of how ufos are propelled.

It is not hard to guess why. Ufo reports present a mess of differing and competing notions. Contact cases in particular are filled with every barmy bullshit notion anyone blitzed on / fueled up by New Age literature can dream up. It is long belated, but I'll here take the time and finally do this job for them. You SO owe me.

The incoherent nature of ufo reports taken en masse is probably easiest to understand by first collecting together several reports that show flying saucers with propellers.

- July 5, 1947. Neapolis, Ohio. Two TWA pilots see a propeller-like whatsit, "the appearance of a whirling fan blade...the size of a cub plane, with no sign of a body, fuselage, or motor apparatus." It slowly revolved at about 200 miles per hour. It was not an autogyro but more like a "souped-up Fourth of July spinwheel." They felt it might look disc-like from the ground. (Bloecher 1967)
- July 6, 1947, Burlington, Wisconsin. Mr. & Mrs. Gordon Nielson see a saucer "With a propeller on front, larger than the saucer itself." (Bloecher 1967)
- July 6, 1947, Mrs. Clarence Lasseson of Minneapolis, Minnesota sees a disk-shaped object the size of a ten-inch plate with a propeller on its rear edge. (Bloecher 1967)
- March 13, 1950. Penon de los Banos, Mexico. A ship "equipped with a powerful propeller" landed and a pilot emerged speaking Spanish. The Martian told a native that cities on Mars were underground and Venus was very hot humid, and overrun with flying reptiles. He said Earth will destroy itself in World War III, after which Martians will colonize our planet. A strong sulfur smell filled the air as the ship left. (Bartholomew & Howard, 1998)
- August 25, 1952. Pittsburgh, Kansas. CE3K features "a series of propellers about six inches to seven inches in diameter spaced closely together; these propellers were mounted on a bracket so that they revolved in a horizontal plane on the edge of the object." They had a high rate of rotation. Hynek notes the witness was completely reliable and held in the highest regard. He doubts it was a hallucination. (Hynek 1977; Kottmeyer 2000)
- July 24, 1952. Vico, Italy. A fisherman sees a disc hovering over a river from which a hose is hanging and taking up water. It was twenty meters in diameter and had 5 propellers in the rear and something with blades above the dome. A man in a diving helmet sees the witness and a green ray sends him into shock. It flew away. Six days later a stranger with a foreign accent intimidated him.
- September 26, 1952. Italy. Carlo Rossi sees a craft with a fetchingly unlikely assortment of propellers that make it look like an overdone parody of a beanie. (Verga 2007, pp. 43-4)

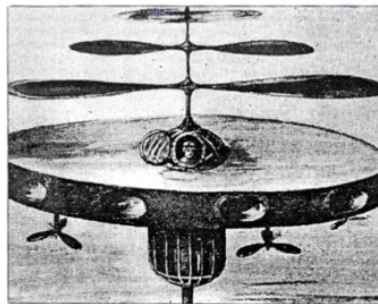
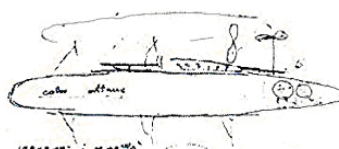


Fig. 66 - Disegno dell'oggetto rilasciato da Carlo Rossi al giornale «La Nazione», e che apparve sul n. 228 del 26/9/1952.

Fig. 70 - Riproduzione dell'articolo di Beppe Pegolotti sul caso n. 51.



- November 16, 1952. Italy. Nello Ferrari sees a cylinder on which he glimpses "an intricate assemblage of propellers or paddles," which rotated rapidly and accompanied by a motor scooter sound. He sees 3 creatures in rubber diving suits are seen protruding out of the rim. (Verga 2007, pp. 56-7)



- December 29, 1954. Lozio, Italy. A polished brass cigar-like object 10 meters long. Three kinds of propellers were attached to

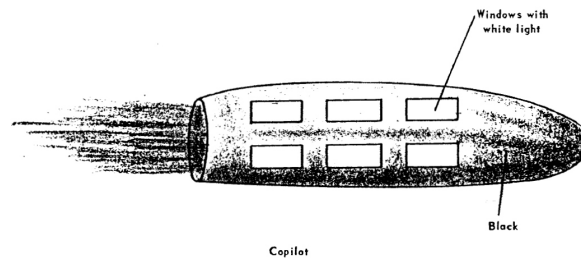
the top of the craft and three more to the bottom. When the craft was stationary, the propellers were, too, and could be seen to have a fishbone-shaped structure. He saw two beings resembling smiling children inside. (Verga 2007; pp. 130-1)

- November 5, 1957. Kearney, Nebraska –(UP) - Reinhold Schmidt says that he encountered a Whatnik whose inhabitants speak in English & German. They searched him and spoke with a German accent. Schmidt said the women were brunettes, all of them were dressed in everyday clothes, and two of the men wore mustaches. All they would say is ‘tell the people we’re doing no harm.’ Also they told him he would find out what they are doing in time. “The walls of the blimp were transparent from inside, Schmidt said. The women appeared to be working on the ship’s wiring and the passengers seemed to move about the ship on a conveyor or magnetic field he said. “Although it did not tally with common concepts of space travel, Schmidt insisted the big balloon was propelled by tubes fitted with huge propellers. It took off like a helicopter and changed color and blended into the atmosphere. Police found a greenish, grease-like fluid about the area and footprints consistent with his story, but they noted he had served time in a penitentiary for embezzlement. [Toronto Telegram November 5, 1957] A June 1958 contact has him given a trip to the Arctic by Saturnians and seems certainly extraterrestrial, yet this initial account seems curiously human.

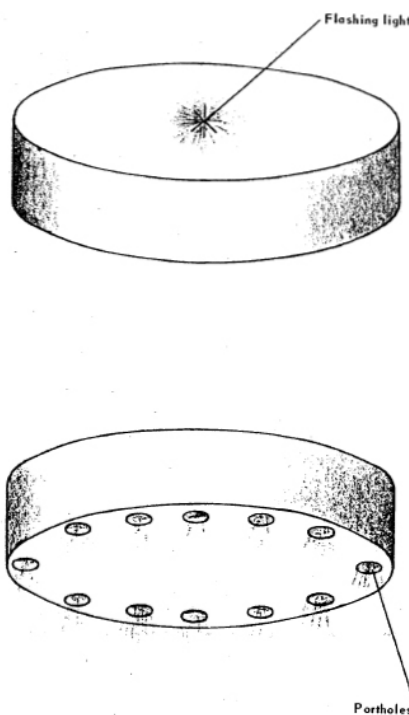
The only consistency here is the fact that these 10 cases involve propellers. One has the propeller on the front of the craft. One has it in the rear. One has it overhead. One has an array all along the edge. One has 6 propellers divided onto upper and lower surfaces. Though most put it on a disk-like structure, one puts it on a balloon-like craft. One craft is propeller only. What is an engineer is supposed to do with a mess like this? Well, actually, he’d just throw it away. Propellers aren’t anything new and we hardly need UFO reports to tell us what to do with them. Most especially, it gets us nowhere near a new interstellar drive. Yet, these reports are formally credible. Some witnesses are close enough to both see and talk to the pilots, so these aren’t likely to be mis-identified birds. As for hoax or crazy, Hynek said the witness in the Kansas case was vouched for by absolutely everybody who knew him. On what independent objective criteria do you throw them out?

Next, let’s dig out some cases of saucers that are jet propelled.

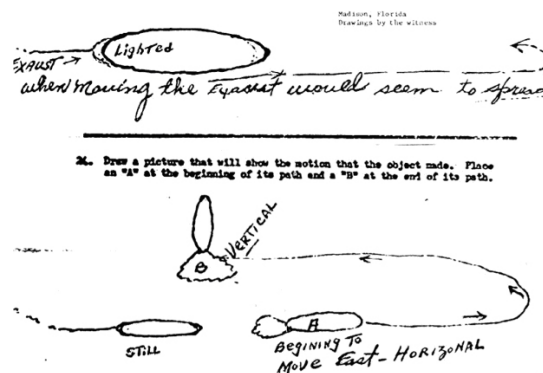
- July 24, 1948. Captain Clarence S. Chiles & John B. Whitted are overtaken by “one of those fantastic Flash Gordon rocket ships in the funny papers.” It is powered by jets or another type of power that shoots flame from the rear some fifty feet. (Kottmeyer 2001)



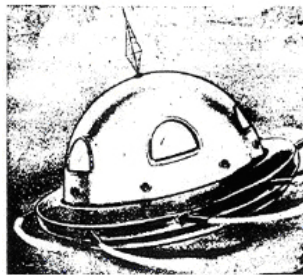
- March 20, 1950. Little Rock. Captain Jack Adams sees soft purple light from the ports on the underside of a craft traveling at 500-600 mph. It did not spin. His drawing becomes case #11 in the Battelle study. (Gross 1983)



- March 28, 1950. Centralia, Washington. Venusians tell Samuel Eaton Thompson the propulsion of their ships has something to do with streams of hot air shooting through jets. The heat from this ill-defined mode of propulsion warms the ship to 80 degrees, a good thing since they are naked and the ships are their mobile homes. Its controls are so simple anybody could fly them. (Davis & Bloecher 1978; Clark 1981)
- April 6, 1950. Terra Bella, California. A rancher, Ralph Burke, speaks of saucers playing tag with planes over Terra Bella, California. "The saucers appeared to be jet-propelled because they circled, dipped, rose and spurted a cloud of black smoke on the rise." (Childress 1998)
- October 30, 1950. A. W. Beard reported a sighting of a saucer with "a funnel-shaped stream of flames, chiefly white, descending, pointed-end first, in an absolutely silent and very peculiar manner - peculiar inasmuch that the point of the flames seemed to be "creeping" or "fingering" downwards..."
- July 9, 1952. The Oscar Linke report of an encounter near Germany's Russian Zone emerges. The refugee mayor saw figures in parkas rush to a saucer that took off vertically. "From the swirling effect of the glowing exhaust I got the impression the whole thing was spinning like a top." (Kottmeyer 2003)
- July 20, 1952. Madison, FL. A pair of farmers curing tobacco sees two oblong objects. One switched on a light and moved horizontally. It moved back towards the other object and shot up. The other was inert then zoomed up in apparent pursuit. The drawing became case #IV in the Battelle study. Below is the original drawing showing the 'exhaust.' (taken from Gross 1986)



- August 26, 1952. Herbert Long and two girls from Kutztown, Pennsylvania report seeing a large saucer swishing skyward at a tremendous speed. A drawing shows pin-wheeling flames. (Girard, 1989)



- April 20, 1966. Bolton, Mass. Three witnesses sighted a hovering mushroom-shaped object with a frosted white light on top and a red light on the bottom. Turquoise lights were located fore and aft and 8 yellow glowing ports were located around the perimeter. There is a humming sound and vapor. The glowing ports tied to the mushroom configuration suggests a reversion to the Linke case. (Fowler 1974)
- Spring 1967. Mr. Seaman, owner of a small New England airport sees "two shallow metallic saucers, one inverted upon the other, with a transparent canopy situated on its topside." Elongated vent-like holes spaced evenly around the object's rim emitted soft orange flames. A softer, greener light illuminated the interior of the canopy, which revealed two head-like silhouettes that appeared to move and look at him! Thinking it was an experimental craft in trouble, he cautiously walked toward it yelling and waving his arms." It moved away, silently at first, and then made a loud whirring sound as it began to spin faster. It shot away at a fantastic rate of speed. (Fowler 1974)

Here again, it is the inconsistency that blazes out at the person trying to analyze this subset of the population. On some, the flame

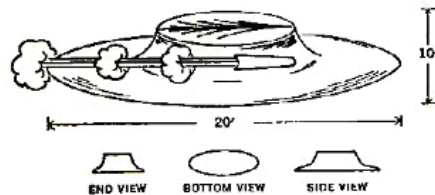
comes directly from the bottom; on some, from the side. Some show one exhaust; some several. On some the jets seem to spin the saucer. Indeed saucers that spun and pinwheeled flames were oddly common through the Fifties. (Kottmeyer 2000) But others don't spin.

The Air Force looked upon cases suggesting jet propulsion with some minor interest in the early days of the flying saucer controversy. An October 30, 1947 memorandum of Brigadier General of the USAF George F. Schulgen discusses the presence of a variety of characteristics of speed, maneuverability, the occasional presence of exhaust and reports of *"a brownish smoke trail possibly indicative of a special catalyst or chemical agent for extra power."* Concerning the power plant of the device, it speculates that engines could be either piston or gas turbine, jet propulsion of 4 types - turbo, rockets, ramjets, or pulse jets - or nuclear propulsion unlike any familiar type of engine. The main thought was that this indicated Earthly origins possibly involving certain German aviation innovators like the Horten brothers.

Roughly 40 of 850 cases from the 1947 Wave had flames, contrails, or other indications of jet and rocket propulsion. Over the course of ufo history, there are likely a few hundred such cases. Certainly, this forms a heftier presence than that made by propeller-driven saucers. While there is no impossibility implicit in aliens using jet or rocket propulsion, it seems aesthetically almost as disappointing. Desmond Leslie's feelings capture the basic quandary: *"The jet is a noisy thing; a crude, a boisterous thing; a thing of sheer brute force."* (Leslie & Adamski 1953) And the salient engineering issue is that this is no help getting anybody up to Sirius.

Not at all surprisingly one of the first popular theories to emerge concerning saucer propulsion had them propelled by nuclear energy. As early as July 28th, 1947 Kenneth Arnold, no less, offers 'an atomic theory' to explain the speed and performance of the crafts he saw. One article quotes him as guessing, *"the objects may have been powered by a cyclotronic device that absorbs and destroys the atomic structure of the air forward of the path of the craft to permit it to travel at supersonic speed."* (Lagrange: Idaho Daily Statesman, 1947) A couple weeks later, he got corroboration from another saucer sighter:

- August 13, 1947. Twin Falls, Idaho. A.C. Urie in Snake River Canyon sees saucer with a "red, tubular fiery glow at the side of the top, or hood...must be powered by atomic energy as it made very little noise, just a s-w-i-s-h as it passed by." The craft created a vacuum that made the tops of the trees spin around instead of press down via a shock wave. (Hynek 1977, p. 36; Kottmeyer 2004)



It looks as though Urie precisely tailored his account to fit Kenneth Arnold's theory. The spin shows the cyclotronic action via some sympathetic reaction.

The intelligence community seriously considered the involvement of atomic energy in the early years. Keyhoe picked up on this notion in his first book. He wrote, *"they may be powered with atomic energy or by the energy that produces cosmic rays - which is many times more powerful."* (Keyhoe 1950) He promised, *"The secret of the space ship's power is more important than even the hydrogen bomb. It may someday be the key to the fate of the world."* (Keyhoe 1950, pp. 188-9.) Other ufologists, especially Gerald Heard, also believed the answer lay in atomic theory and beyond. The search for radioactivity at various ufo sites was premised in this theory. (Kottmeyer 2001) The Russians showed interest in this idea of saucers having nuclear propulsion. One indicated they wanted to compare radioactivity in a Montville, Ohio case to soil samples taken from the Tunguska blast. (Vallee 1992)

In the early years of Flying Saucer Review, a Dr. Bernard Finch posited that electron/positron annihilation along the rim of saucers yielded not just gamma rays, supposedly detected in certain encounters, but concentrated electro-magnetic waves, a change in the gravity field, and a reduction in inertia that gave *"all the requirements for anti-gravity."* Neutrino liberation would allegedly destabilize the local gravity field and the saucer's mass would move to a neutral point in space where inertia and gravity are balanced. Ostensibly, the up and down motion witnessed in the flight of saucers - presumably this included the kite-tail motion famously associated with Arnold's string of objects - and color changes in nocturnal lights, fits this theory. *"Thus every indication points to the use atomic energy as a motivating force, by UFOs, creating not a force field, as has previously been supposed, but a change in inertia, resulting in a new position of equilibrium in space, of the UFO, by altering the structure of every one of its atoms, by the emission of neutrinos (gravity particles) from the nuclei contained in the motivating part of its structure."* (Finch 1957) The equating of neutrinos with gravity particles is quite unorthodox, seemingly false, and the whole scheme looks based on misunderstandings about relativity and inertia.

In a 1984 interview, Paul Bennewitz asserted the aliens have had atomic propulsion for 48 years though the saucers operate on an electric charge basis involving a crystal semi-conductor and a super-lattice. (Valerian 1988) The gov't allows alien abductions "for the privilege of getting the nuclear flight technology" and other benefits. Whistleblower tales tend to reinforce this thread of mythology. Bill Lear says saucers utilize a small nuclear reactor the size of a football and the use of space-time fold.

Bob Lazar's whistleblowing account of working as a physicist back-engineering one saucer in secret custody of the government af-

firms both nuclear physics and a form of gravity modification are used to power saucers. He acquired employment after a couple scientists cut open an operating reactor and created an explosion the size of a small tactical nuke. In the lower deck of a different saucer – there had been 9 others – he saw three tubes eventually realized to be gravity amplifiers (gravity waveform guides) that direct gravity waves created by the annihilation of a supply of element 115 – there were 500 pounds of it on site at the S-4 facility (Groom Lake) – using anti-matter particles directed out of a cyclotron. The unit phase-shifts gravity waves and this makes them work against earth's gravity waves. It is a bit unstable at low speeds. As the speed picks up, the tubes are re-directed to create a distortion ahead of the ship. This, in essence, results in the craft always falling downhill. The generators throw the craft and crew cabin out of time and makes it immune to inertial concerns. This means you can turn the craft at high-gees without becoming roadkill. It is not because you are being shielded from gravity, you are in a different realm. The propulsion distorts both time and distance making relativistic travel easier. Lazar also indicates there is also gravitational lensing around the craft yielding a type of invisibility. If you look directly up at a craft, you are actually looking above and beyond the craft because light is bent around the craft. Lazar also reported that the engine had 100% efficiency in its conversion of matter into energy, which he acknowledged was an apparent violation of thermodynamic law. (Good 1993; Lazar 2003) Stanton Friedman, a nuclear scientist, couldn't find much nice to say about this claim, I'm told.

A different retrievalist has indicated that equipment harvested from a saucer crash near Socorro in 1947 resembles the stuff in 'cold fusion' studies. (Collin 2006) Given the heated pop controversy over the verdict of science that cold fusion is nonsense, this seems a calculated appeal to the paranoid ethos. (Simon 2002)

One abductee as recently as July 25, 1996 drew up blueprints of the interior of a flying saucer that showed an 'atom-splitter' in the middle of the drive mechanism. (Clear 1999) As 'Andrew's saucer resembles a George Adamski saucer in having three hemispheres sticking out of the bottom, this suggests a choice governed by the pressures of tradition.

The 1947 wave included an early contact case involving a person named Ole J. Sneide. He claimed to be in contact with The Great Master who indicated saucers were more properly called navo. Though ultimately from the Greater Magellenic cloud, they came by way of the Lesser Magellenic cloud, 47 Tucanae, Omega, and the Alpha Centauri cluster. They had been traveling millions and millions of years and used antigravity and hyperspace to approximate the speed the light. Theirs was a much older world and the Great Master had earlier been on Earth before the fall of the Roman empire, but left via "fohatic teleportation."

Fohatic is a bit of theosophical bafflegab that appears in Madame Blavatsky's The Secret Doctrine (1888) and attributed to the Book of Dzyan, [Stanza XI], a nonexistent title written in a nonexistent language that plagiarizes part of the Sanskrit Rig-Veda. (Leslie & Adamski, 1953, p. 116; de Camps, 1966) It has been described as a spinning electro-spiritual force, a sun-based holy energy, executed by Fohat, an agent of the Sons of God. The swastika was a symbolic representation of this power. (Crewes 2006) We cheerfully ask all engineers to goosetep to the nearest exit with appropriate due haste away from this tale.

Given his theosophical background, we should probably infer George Adamski was thinking in identical terms during his contact experience when describing seeing whirling particle body formations that accreted and exploded with violence in a ceaseless cyclical manner. It seemed to be *"a perpetual motion of energy and fine matter ever seeking to combine or react with other particles in space – It seemed to contain great power."* It formed sheet-like and cloud-like bodies that disturbed everything nearby in space. He concluded *"I believe that I actually witnessed the very force that pervades all space, from which planets, suns and galaxies are formed; the same force that is the supporter and sustainer of all activity and life throughout the Universe."* Zuhl, a Saturnian pilot confirmed, *"this is the same power that propels our ships through space."* (Adamski 1955) The use of the expression 'perpetual motion' was an unfortunate choice of phrase that would have doomed his notion to engineers, were it not that so much else about the tale rang false first, like the existence of human-looking Saturnians and merely warm-blooded Venusians.

In one of the first channeling books, Meade Layne said he learned during an October 9, 1946 experience that Kareeta spacecraft are made of balsa wood with a covering of alloy. They navigate through space with a gravity screen, but in the atmosphere use a different means - wings which are flapped by a small electric motor. Rather amazingly, this design seems replicated in a distant French case:

- September 4 1953. Tonnere, France. An object is seen has an aspect evoking the appearance of a butterfly. Wings fold back on a cigar-shaped craft with a snapping noise. A vapor jet is seen and it disappears into the starry night. (Mesnard 1968)

Frank Scully first proposes the idea of static electric propulsion in Behind the Flying Saucers (1950) basing it on the ideas of a Jacques Fresco. This involves the scaling up of incredibly minute forces. George Adamski quickly took up the idea from Scully and included it in his contact stories. Cyril Richardson's Chief Scientist of the planet Venus also affirmed, "Our spaceships are charged with electricity" adding that the tops of spaceships are similar to the vulcanite rods rubbed in educational demonstrations to create static. The spaceships are attracted to earthward by the power of attraction. Flip a switch and the law of repulsion is activated. (Richardson 1954) Later still, abductee William Herrmann recycles Adamski's version of the notion and adds cyclogravity [recalling cyclotrons] bafflegab (Stevens 1981). It is also taken up by The Janos People. (Johnson, 1980)

The most delightful exploitation of the concept occurs in the Betty Andreasson saga. At one point, a saucer she is riding in is parked near a lake and surrounded by jacks. Betty and another woman are asked to remove their clothes and take a shower using a thick jelly that gives them a super-shiny sheen. Then they are obliged to de-bark to a safe distance outside. The craft is revved up and discharges huge lightning bolts on the ring of jacks. As this happens, an alien runs down a maintenance checklist involving such

things as purging cyclonetic trowels and balancing oscillating telemetry wheels. The cyclonetic thing seems phonetically an echo of Bill Herrmann's technobabble. Steam pours out and Betty sees rainbows. After a while, the ship shrinks and there is a downpour which washes off the layer of jelly. The ladies then get their clothes back. They had to be unclothed, we learn, because of all the static electricity released in the procedure.(Fowler 1991) Nakedly this was just nonsense employed by those pervy grays to jelly up the ladies, but why complain? It is a delightful way to link back those old frauds, Scully and Adamski, into the abduction mythology of the Nineties.

We are obliged to add that Ian Bryce finally looked into the idea of electrostatic motors in Australia's The Skeptic, 3, #2; July 1983 and dismissed them as producing trivial amounts of energy and require huge surface areas to generate even a modest charge. Most saucers are much too small and the large ones, the motherships, don't sound empty enough.

Conceptually Thomas Townsend Brown's electrogravitics sounds a bit like a mystical variant on static electrical propulsion. Electrostatic charges on the plates of a capacitor allegedly create a small gravitational field and this relates to the equations of relativity theory in some complex fashion. The initial work dates back to the 1920s but practical model work using tethered discs in the 1950s and a 1952 patent application gave Brown's ideas a certain cachet among ufo buffs. Some critics charge the models actually move through ion propulsion, but advocates say other experiments prove it is more. Doubts also arose over whether electrical generators wouldn't always be prohibitively heavy relative to the thrust. The Navy was fascinated enough to put him under contract to scale up the work to a working aircraft, but the project ran into problems and money flow was choked off. Dense electromagnetic fields are not good for avionics or human bodies and arcing seems to have been a problem. There is evidence suggesting that some of the electrogravitics work was eventually adapted into Stealth aircraft to reduce operating temperatures and to suppress sonic booms. Generally speaking, though, the claims of a gravity effect, an actual bending of space-time, sounded crankish, particularly when claims expanded to violations of Newton's Third Law, relativity, and even thermodynamics. Talk of perpetual motion always bothers physicists and claiming electrons have negative gravity also gets you into trouble. (LaViolette 2008, pp. 9, 12, 17, 55-6)

Brown advanced an offshoot idea in 1960 called Electrohydrodynamic propulsion involving a toroidal plasma flow created by a ballistic electrode in a saucer-shaped vehicle. Power generation and plasma containment issues apparently stood in the way of commercial application. (Rose & Buttler, 2006) Nick Cook has offered the amusingly paranoid comment that Brown's work was subjected to disinformation tactics linking him to the Philadelphia Experiment so black budgeted projects spinning off applications could be done with no competition or journalistic interest. (Cook 2001; p. 138) This depends on Carlos Allende a.k.a. Carl Allen being a "slippery, elusive" operative, but Cook evidently missed Robert Goerman's Eighties work that tracked him down via his family who provided testimony and documents showing he was a drifter with mental problems.(Goerman 1980/1982)

The very New Age idea of crystals being used in saucer propulsion emerged surprisingly early; appearing first in Gerald Heard's 1950 classic Is Another World Watching? The Riddle of the Flying Saucers. It is soon taken up by the famed contactee Orfeo Angelucci. He said they grew craft employing layered crystals. Crystals mixed magnetic fields, gravity fields, and ether physics in a way that was supposed to be in "harmonic co-operation with nature's forces." It converted energies in the "endless sea of the ether" in a flow that dances with gracious beauty.

The crystal property of the flying disks refines all the electromagnetic and corpuscular energies into varying frequencies and wave lengths. Among the etheric beings, however it is possible to create a saucer of any degree of materiality merely from a projected thought form which attracts material substance to it.(Angelucci 1955)

Following him down the crystal ether-stream were "Anchor," the Stanfords, then Herb Schirmer. Around 1971, Lenora Huett, channeling extraterrestrials, was asked about their propulsion techniques, and she confesses she lacked sufficient terminology in her memory banks. "She relayed their statements that crystals were involved, also complex magnetic fields of an ultrahigh frequency nature." It somehow obviated material propulsion. (Mathes & Huett 1975)

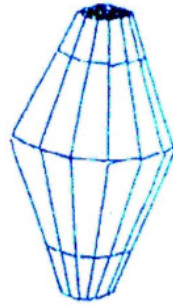
The abductee Charles Moody spoke of the involvement of crystals in saucer propulsion. A book by the saucer organization APRO mentioned this with no comment or expressed doubt. (Lorenzen 1976) Dr. James Harder, who regressed Moody, revealed an extra detail in a 1977 interview. He was shown a propulsion system and told it was driven by "lithium crystals." Harder confessed, "I immediately recognized that as something from Star Trek. We have no reason to believe that lithium crystals are part of any real UFO propulsion system." He thinks a phony memory was substituted for the real one upon the instructions of the aliens to lace fanciful details from the person's own imagination so "*no sophisticated person will believe **any** of the story.*" (Harder & Clark 1977) Some trek-kies might complain that the crystals were di-lithium, not lithium; but Dr. Harder has things right. In the earliest episodes of the first series – "Where No Man Has Gone Before" and "Mudd's Women" – the crystals were referred to as lithium. Scientific advisor Harvey Lynn advised changing this. Lithium is a real element with known properties, but di-lithium would allow imaginative freedom to endow the crystals with properties beyond known chemistry and physics.(Okuda & Okuda 1999)

One of Dolores Cannon's hypnosis subjects, a television repairman given the pseudonym Phil D., remembers being a crewman on a saucer full of androgynous Grays and reveals,

- *"The fuel of the ship is – It uses crystal power. The crystal is the channel or a filter, which focuses cosmic energies and directs them to generate thrust. The crystal is approximately two feet tall and somewhat more around...It simply focuses the power that is in the universe. It is all around us now, even as we speak, so you can see it doesn't harm anyone to be in this power, for obviously, it is not harming us now. It is not a power source which any of us on Earth have any experience with at this time. It comes from many sources.*

From suns, from the energy of the universe which is and could be called god. The God energy, which permeates anywhere and everything. There are cosmic energies, astral energies, focal energies; there are many kinds of energies which can be used for many different purposes."

Cannon confesses, "This was becoming confusing to me, so I changed the subject." (Cannon 1995; pp. 16-19.) Engineers would agree this sounds like either Star Wars' The Force - the term of personal omnipotence was lifted from pulp master E.E. Smith's bag of conceptual tricks that made possible the Lensmen saga (Clute in Bleiler 1999) - or some New Age variation on pantheism or Neoplatonism. (Barnes 2000; p. 119)



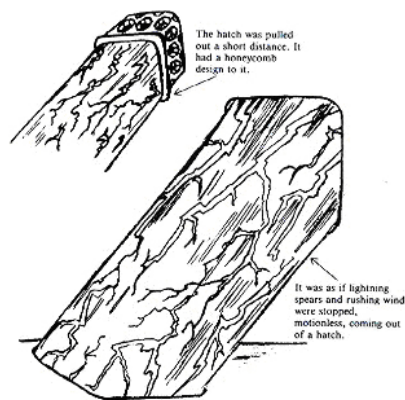
Crystal used in saucer propulsion drawn by a saucer crewman in a 1989 regression conducted by Dolores Cannon

We also have this case exhumed from the Lost Haven humanoid catalog:

- August 1990. Wimbledon, London, England. The main witness and a friend were camped out in a tent in the garden of the main witness home when they began hearing buzzing sounds and a distant humming noise. In a dream-like state the main witness saw a man of average height, with sandy brown hair and dressed in a silver-blue metallic suit with a double cross crescent logo on the chest area. Three of four other humanoids accompanied the man. The other humanoids were shorter and jaundice looking with brownish hair that looked artificial; they also had weird eyes. The witness was apparently taken onboard a craft and was told by the more human looking being that their ship used crystal power as means of propulsion. He communicated by using telepathy. (Lost Haven #60)

In this case, our engineer is probably rolling his eyes. What they are really saying is saucers are powered by magic. He will also grouse that crystals come in a myriad of different chemical combinations. Unless you say what specific type of crystal is involved and what sort of properties are required to make it yield power this is totally useless information.

Crystal spheres also make an appearance in the Betty Andreasson Luca case as a structure for containing ferro-electric charges in some sort of acousto-electric and plasmonic energy effect involving phonons (a photon/sound thing).(Fowler 1979) Credit must given to Paul Potter for a discussion that actually attempts to narrow down the fabrication process (Potter 2008; pp. 143-6), but it is unfortunately in service to testimony of a case which is doubted even by members of Betty's family. Potter's fascination with the art of a crystal enclosing lightning was preceded by Eddie Bullard in his abduction study who noticed her husband also reported a crystal cube filled with black smoke and lightning in a regression dated April 1, 1980. (Bullard 1987; Fowler 1982)



Andreasson Affair drawing of the internal frozen lightning

It is likely relevant that Herbert Schirmer reported red lightning when he entered a flying saucer in earlier classic encounter of 1967 according to transcripts published in a 1970 mass market paperback. This seeming corroboration is based on a typo. When the transcript was reprinted by Eric Norman in 1973 and used by the Blums in Beyond Earth in 1974, the 'n' was removed and Schirmer saw merely red lighting. Potter's exegesis of the Andreasson case includes a blizzard of terminology and doubtful notions like "quasi-black holes" [quasi- because it lacks a singularity], but is ultimately dependent upon a repulsive negative gravity force to give a spacecraft buoyancy.(Potter 2008; p. 273) Scientifically vacuous, Potter's book is commendably crammed with lovely illustrations of his notions that make it a visual joy to flip through.

Also pretty blatantly in the realm of New Age thinking is the suggestion that light is a form of propulsion. It is not so much that the idea is implausible. Engineers have been looking into the idea of using lasers to propel spacecraft virtually since their invention. It is who is saying it, how it is phrased, and the context that precludes technical enlightenment. George van Tassel's aliens indicate their propulsion involves the transmission of hard light particles into soft light particles. (van Tassel 1952) Bryant and Helen Reeve say saucers utilize universal or "light" energy. (Bryant & Helen Reeve 1957) Sid Patrick says aliens do not measure time and distance as we do, but rather in terms of LIGHT. The craft was not propelled on its own power source, but rather through power transmitted on a light beam, or on a light source known to them. This suggests influence of knowledge of masers, which was being touted in the Sixties as a way to transmit energy from solar satellites. (Salkin 1978) Father Whiting, circa 1976-7, says the propulsion involves an interaction between light and magnetism and some other unarticulatable factor. (Buhler, et.al., 1985) From the Pleaideans comes this: *"They harvest all energy requirements from Light which is everywhere and this comes from thought and the Divine Mind."* (Stevens 1989) Norma Milanovich was told by Arcturians their ships were propelled by liquid light or rather the wrinkling of the energies of *"the God Force of the universe, which is a part of the Liquid Light."* Crystals conduct the light from the Great Central Sun and modulates matter/anti-matter gravitational pulls. (Milanovich 1990) Jean(ne), an abductee, is told, *"We travel by means of light fusion... It is a transformation of light energy to light fuel."* Lynn, another abductee, agrees, *"Light also serves as fuel for travel and the generation of energy."* (Crawford 1991; Jordan & Mitchells 1994, pp. 143-4)

Curiously, one experiencer directly denies this mode of propulsion. Peter of Rhodesia, of a May 30-1, 1974 case, states, *"They travel by time, not by light."* They can travel on time... speed of light is too slow. (van Vlierden, 1977) Not that this helps us any.

In 1953, a gentleman referred to Lieutenant Plantier offers a notion that is rooted in one visible way that light can propel matter. Recall from science class those little snow-globe type objects called radiometers. Some vanes are painted white on one side and black on the other and are perched atop a needle. When it is in sunlight it spins. Plantier knows you can't scale this up to power a saucer since the energy involved is trivial and would never even overcome air resistance. But cosmic rays have a lot more energy. Maybe someday we'll be able to coat vanes with the cosmic energy equivalent of white and black paint and they will spin a saucer's vanes fast enough to fly. It gets more complicated and more dubious as you go along. He admits it's rather like cavorite in important respects, speaking of which... (Michel 1956)

A few other people also take their cue from science fiction and offer notions suggesting anti-gravity. In 1954, Leonard Cramp proposed his "G Field Theory" wherein saucers generated a cavitation in the space-time gridwork above and in front of a saucer. He cited as evidence in its favor cases where cars were pulled along by saucers in front of the driver. Air swished alongside saucers and pulled along dirt and water. One of the funnier footnotes on this theory is how Cramp offered a very enthusiastic defense of the 1962 Alex Birch photos because its blobbiness was finely explicable by the nuances of G Field theory. (Cramp 1962) Soberer minds thought them a hoax and Birch ten years later confessed they were indeed a childish hoax involving drawings painted on a window. Later Birch de-confessed in part to gain copyright over the photos and in part because of a web of other tales he was associated with. (Clarke 2001; Clarke, Randles, Roberts 2000) It all a great muddle now and Cramp's arguments would suffer from it, save that the lack of detail on how to create unbalancing gravity cavitations at a distance is the far greater hurdle to its acceptance.

When sidetracked from his labors on arguing for saucer existence, Donald Keyhoe favored the general notion of gravity manipulation. During a December 9, 1966 lecture at the Oakland National Laboratory, Keyhoe indicates that NICAP members favor the notion that ufos are propelled via "artificial gravity shields." This seems obliged via the fantastic accelerations and turns seen in various reports. (Keyhoe, 1966) This tracks with rumors that quite a few people were heavily into thinking about ufos using gravity fields. (Watson 1978)

Contactee John W. Dean was told by spaceman Renaud that saucers accomplish nullification of gravitational flux by means of an alloy that becomes opaque to all gravitational, electrical and magnetic fields when a certain radio frequency is applied. It rises through centrifugal force and atmospheric buoyancy. (Dean 1970) Abductee Raymond Shearer testified of the aliens, *"They use a type of device that overcomes gravity. This is a push-pull thing. With one setting they use Earth's gravity to push them out into space, with another they lock onto the gravity of another planet and are pulled along..."* More recently there have been experiments purporting to show gravity-shielding, an effect termed electro-gravitics. (Bossinas, 2000) Fellow propulsion aficionados note it had yet to appear in peer-review science journals – a bad sign. (Bossinas 2001) This is pretty clearly derived from H.G. Wells's notion of Cavorite dreamed up for First Men in the Moon (1901) and put on film in the 1964 adaptation.

Also more recently, an experiencer "Ron" explains aliens align their craft's positive field to earth's positive field and achieve repulsion by the same principle that two magnets can repel each other. (Boylan 1994) In an affirmation posted in 2007, the editors of the Journal of Abduction-Encounter Research bragged, *"our little ufo community has revealed anti-gravity field propulsion... We have done this. We are doing this. Not the men of science, not the men of God, and not the government. Us. Ordinary citizens. On our own."* (Lamb, Carpenter, Lamiroy, Douglass, Guiley, 2007) According to Robert Forward, relativity forbids this. Only anti-matter and anti-matter can repel each other. (Forward 1988) To get around this, James McCampbell (1973) proposes there must be an inertia shield that effectively nullifies matter having mass and it somehow utilizes microwaves. There is a simple problem, which, to his credit, he openly states. *"A major theoretical difficulty is encountered in the observation that that ufos are defeating gravity by an electromagnetic field. Neither in the laboratory or nor in nature has any such gross interaction been observed."* We'll have to wait for unified field theory to progress a bit further before this situation changes. He hopes.

Refusing to be deterred by such niggling doubts, Niels T. Sorensen soon reported he had experimentally nullified gravity using mi-

crowaves using 5 KW of power. (Sorensen 1975)

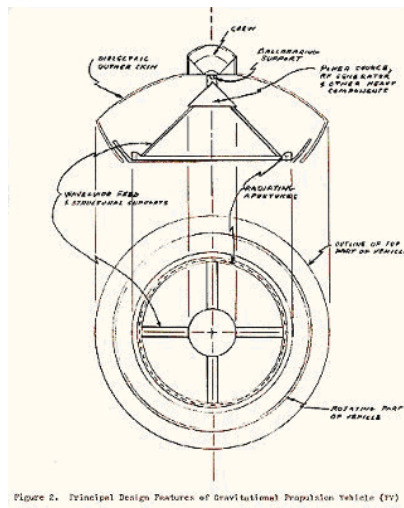


Figure 2. Principal Design Features of Gravitational Propulsion Vehicle (GV)

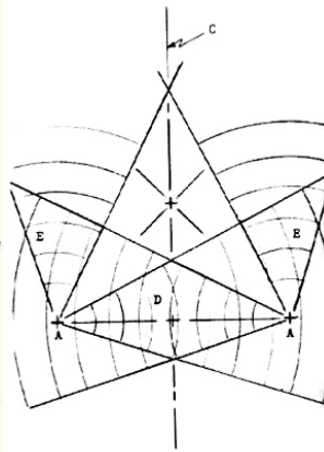


Figure 3. Interference of Idealized Radiation Patterns.

After patenting a design for his Gravitational Propulsion Vehicle in expectation of being able to scale-up the effect, a ufo report emerged to confirm the idea.

- August 1973. Mt. Carmel Princeton, IN. An electrical engineer sees a peculiar disc bearing a fuzzy darkened cone like the opposite of a flashlight beam. By peculiar, he emphasized it looked "archaic, something out of Jules Verne, like pickled metal... old-fashioned looking, not streamlined." Though it was not close enough to see rivets, he fancied you could expect to see them. He couldn't believe it would be from outer space. It seemed to reify a speculation by Niels T. Sorensen appearing in a paper given at the World Futures Society on September 27, 1975 that microwave radiation could reduce gravity if arranged to form a conical null region. (Ridge 1994)

What is funny about this is that Sorensen's paper was mis-understood. Sorensen said the region of nullified gravity was accompanied by ionization. The cone should not be dark, but bright.

Which next brings us to various cases speaking of ions and ionization. Dan Fry, an early contactee, mentions ships having a Differential Accumulator collecting ionized layers in the stratosphere. He says the saucer derives its energy from "natural differential sources." This sounds like a variant of normal laws of thermodynamics. The ship has magnetic resonance rings that presumably assist in the collection of the stratospheric ions, but I'm guessing.

C. F. Krafft suggests a new substance called supermatter liberates positive ions that gives the saucer an electrical charge and propels it along. It also generates an anti-gravitic action the Biefeld-Brown effect – Townsend Brown's electrogravitics on steroids - and an ether-vortex that cancels inertial forces and allows safe rapid acceleration. (Allen 1959)

Dino Kraspedon indicates the saucers fly because energy from the absorption of atmospheric ions is used to disintegrate atoms on the top of the craft by means of a cathode ray effect. This yields decompression on the top of the craft and yields a terrific upward thrust. I think Bernoulli would be amused. (Kraspedon 1960) Kraspedon's notion sounds basically identical to Kenneth Arnold's atomic theory of 1947.

The Baavians of Proxima Centauri indicate they changed to ionic propulsion after a stint of trying photonic propulsion. The term is an oversimplification of a process that takes at least twenty pages to explain and involves neutrinoic hulls of negative weight, gravitational wave resonances, and when the frontier gravitational speed is reached the vessel plunges into anti-time, which is also the anti-universe, a contracting universe of negative time flows. They warn us, not to confuse this with antimatter. (Charroux 1974)

In the Aveley abduction, John Avis learns about the alien propulsion system. Initially it is worthlessly described as somehow involving particle conversion. A later regression draws out a more hopeful response: "Very complicated, but the words I remember was Ion Magnetic...they spun, they created...they spin, vor-vo." "Vortex?" "Vortex. They created vortex on drive and..." It is not used in the atmosphere because it is too dangerous in an unspecified way.

Trying to explain why there was free oxalic acid in the ring left behind by the ufo in the 1971 Delphos, Kansas case, ufologists speculated it involved the "exhaust from a low-temperature ionization or combustion engine whose fuel source was elemental carbon." (Budinger 2003) They concede, however, it is also used in fertilizers and products used to remove toxic metals and organic pollutants. It could even be a waste product of a biological process. This analysis of Delphos material was given some play in a 2006 History Channel documentary, "Alien Encounters," where they were more interested in fulvic acid being high in the soil, this maybe being a source of luminescence when excited by an "ionic field." The documentary mentions there are many other trace cases, but none seem to involve these substances. In a 2001 Mt. Clemens, Michigan case, the analysis only turned up a metallic oxide and plant cellulose. The inconsistency suggests the propulsion system was only used once. The documentary tactfully omitted the guesses in the paper about oxalic acid being from a combustion engine or a biological waste product.

Ionic drives can trace some of their ancestry to science fiction. The origin of ion drive ideas has been attributed to Doc E.E. Smith and his 1931 book The Spacehounds of IPC. Herman Oberth rationalized the plausibility in Radio Electronics magazine in the early 50s. One of its more visible manifestations was Scotty's drooling in the worst Star Trek episode ever, "Spock's Brain." (Moscowitz 1974) We have one ufo case in our files in corroboration of this notion.

- June 20, 1999. Minneapolis, MN. A person investigates a circular craft bearing two human occupants, one smiling broadly. It flew 40 feet above the witness and had two large ducts set into the undercarriage oriented in the direction of flight. He wondered aloud in his report, "*Possible ion drive?*" (NUFORC 1999)

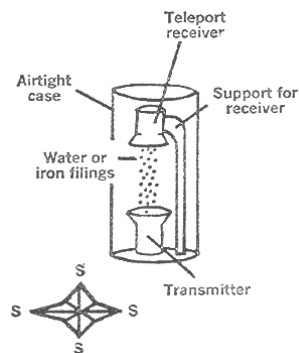
There is no particular reason to take this idea seriously. There are existing spacecraft which do throw off ions at high velocities and some, probably tongue-in-cheek, have called them ion drives though the more formal term 'electrical propulsion' captures the essence of the concept well enough. They are fine for low-thrust long-term acceleration in deep space. Near the Earth's surface however, there is too much gravity for it to work.

Tom Benson's July 1953 encounter with a pair of crafts displaying rotating internal cross-structures seems conceptually similar, but probably is formally distinct. As he describes it

- Both crafts were elliptical shaped, with oval bottom conveyances that appeared to be propelled by a gyroscopic, self-contained structure, and at its circular center about ten feet in diameter filled with a gaseous, plasma-like substance of a gray-purple coloration, with elongated dark-colored particles moving across the mass that rotated on itself. Later, dream-like memories came to me, where I recalled being onboard such a craft. I asked the human-like occupant what he was doing by the inner structure, similar to what I described outside. He stated he was stirring the cosmic soup. I did not understand what he meant by 'cosmic soup.' He said something about fixing time dilation and space continuum via some mechanical-looking controls that appeared to be levers on a wall above the plasma propulsion acceleration generator. (Benson 2011)

The presence of mechanical levers has precedent in Barney Hill's initial account of his road encounter though the purpose of the levers there was clearly connected to changing the appearance of the saucer to a conventional plane. But should advanced alien spacecraft have levers as part of their construction? Plasma is conventionally understood as ionized matter which is why we place it after our discussion of ionic propulsion. Stirring 'cosmic soup' is more neologistic in character and the scene has the flavor of dream logic about it. Should an engineer show interest in a case like this? At most it might prompt curiosity about visible elongated particles as a delightful special effect image. Should there also be a concern over whether this scene might have been influenced by Adamski's space particle imagery from 1955? You can't really do much with such information.

Another science fiction concept is described in the large contacts. It invokes a "*mechanical carrier field*." (Denaerde & Stevens, 1982) I will spare the reader the full exposition, but SF buffs will recognize it as a teleport drive. High velocity matter is expelled, captured via teleportation beam and expelled again, etc. thus obviating the need of huge fuel tanks. Looks pretty as a sketch on paper, but if you think you can break the laws of conservation of mass-energy, think again. (Niven 1971)



Teleport Drive From Niven 1971

In the 2005 Peter Jennings ufo documentary an expert named Kaku trotted out old SF rhetoric on how hyperspace operates by folding space and time like folding a piece of paper to bring distant dots on top of one other and applies them to that that favorite SF gimmick of Stargate and NextGen Star Trek – wormholes. By old, I mean John Campbell first introduced hyperspace in the December 1934 issue of Astounding in a story titled "The Mightiest Machine." Any regular consumer of science fiction has probably heard the folded paper speech several times; I last saw it given in the hellishly unpleasant horror film Event Horizon (1997). The documentary producers were quite open about their borrowing things from science fiction, showing the Enterprise at one point in the segment. Apparently, they were untroubled by doubts that this was just a literary gimmick to speed along space operas. If you want my gut reaction, seek elsewhere (Kottmeyer 2005)

Stan Romanek (2009) was abducted by aliens who communicate by injecting images and equations into the mind telepathically. When Romanek inquired into how they got here he received images that suggested wormholes and "zero-point propulsion" equations that the aliens borrowed from Hal Puthoff's work on vacuum engineering, using electromagnetic fields to modify the space-time vacuum. Dr. Claude Swanson cautiously notes that the equations themselves "*are not to show us how to build a space ship*,

but establish credibility and communication." But it is a circumscribed credibility for "this equation is not accepted by mainstream physics and is very different from the accepted equations of general relativity." Swanson would probably regard my characterization as impolite, but the implication is that Puthoff is probably a crank, but nobody in ufology has the technical background to say this authoritatively. Puthoff had been a figure on the fringes of ufo culture for years possessing notably more visibility than mainstream physicists. He reviewed one ufo propulsion theorist's writings in the Journal for Scientific Exploration (Puthoff 1996) and pushed his ZPF work as providing a theoretical justification for inertia-free ufos that could do sudden stops and high-gee accelerations and turns. He also provided a popular exposition on his space propulsion theories in Ad Astra, a space magazine that appeared on newsstands and in bookstores in the 1990's. (Puthoff 1997) Romanek's awareness of his work is far from freakish, particularly since they come not in the initial regression, but 4 years into the saga (2006). Time existed to have researched such cutting edge sounding notions and the Jennings documentary's advocacy of Kaku provides one obvious inspiration. The equations also suggest the involvement of element 115, which Romanek quite oddly tries to argue is prescient for nobody had described it before it was synthesized in 2004. Element 115 was part of the general buzz of ufo culture throughout the 1990s because of Bob Lazar's tales.

Jack Sarfatti, purportedly tasked by aliens for special projects at age 13 via a call from a conscious computer aboard an alien spaceship, has been quoted as doing important work in this same vein working on theories using 'dark energy' for warp drives and worm-hole construction. (Weinberger 2006)

Larry D. Mauer, made curious by a 1980 ufo sighting he had, developed Quantum Electromagnetic Laser Propulsion and created a company to develop the idea. A patent titled Acousto-Electromagnetic Hologistic Resonant System resulted, but no commercial application followed on it, unless one counts a book that tried to explain the concepts involved. One reviewer distills it down to a project to turn a spaceship into a single electron so it can tunnel through space-time. (Thieme 2009)

Some notions are wedded to the properties of various elements or substances. Mercury supposedly had a special power according to Leslie & Adamski's 1953 contactee work. (Desmond Leslie & George Adamski, Flying Saucers Have Landed, British Book Centre, 1953, pp. 91-92.) The Rumanian journal "New Way" echoed this notion by reference to the Hindu myth of Rama's Flying Chariot that they say was propelled by a special linear fire created by the disintegration of mercury in a nuclear reactor. (Drake 1974) A surprising defense of the idea appeared years later in MUFON Journal, which noted the use of mercury pools in nuclear fusion research. An experimenter designated M.C. confirmed something like mercury seemed in use in the propulsion of the saucer she was aboard. Ann Druffel notes that the information given in its totality "could not be employed in a logical manner in building a duplication of the craft described." (Druffel 1984).

The Ummo contact indicates saucer energy is generated by transforming lithium and bismuth, prior to transformation into plasma. The kinetic function is very complicated, whose multiple correcting parameters depend on isodynamic states of cosmic space. Some of the scientific information is said to be censored. There are dozens of pages on saucer technology from the Ummo contact and is impressively technical looking, though it often recalls the old Sydney Harris cartoon of a scientist looking at a board full of equations interrupted with a line saying "Then a miracle occurs." (Ribera 1985) I pray we can throw this all away now. José Luis Jordán Peña has confessed it was all a hoax of his making. (Peña 1997)

Professor R.N. Hernandez reports that Lya says they reach hyperspace by employing their own magnetic field as well as utilizing energetic elements similar to mineral gasses that surround the universe. She also indicates other planets come to earth to supply themselves with electricity through powerful absorbers. (November 1975) This last bit is an obvious recycling of Sixties lore which had it that saucers seen in the vicinity of power lines were robbing energy. (Montiel & Hernandez 1988) I blame Killers from Space.

William Ferguson says aeroforms tune into a power field broadcast from generators on Mars. It is generated by expansion of the nucleus of the hydrogen atom, a true atomic energy they called Meson. This is a curious mix of Tesla's power fields and the misuse of a name from particle physics. (Ferguson 1973)

Some contactees speak of saucers getting their power from slightly different types of energy permeating the environment. Howard Menger indicates the crafts use many kinds of energy. Powers are all around us in this vast universe. This evidently includes "a free energy from electrons in our atmosphere." (Menger 1959) Otis Carr's notorious OTC XII tour-craft was supposed to run off the "free energy of space." The Institute for Cosmic Research also tried to build a craft using instructions from Space Brothers on Io using similar principles. Called the Bluebird it would harness free energy and thread through a pathway of vortexes called the Stairway in the Sky. In this cosmology the Sun is cold but sends out phagon rays that turns oxygen to heat and light. (Stupple & McNeece 1979) Odd they didn't call it an IOnic drive, but the brothers were never known for their sense of humor.

More recently, UFO Hunters ("Reverse Engineering" 2008) has suggested Carr's ideas were related to sound waves. They show how, if you arrange sound generators and tune them to create a region of standing wave resonance, you can levitate objects. In their experiment they are able to get a Styrofoam cup to move upward and even flip over. They don't propose that sound waves themselves are actually being used in ufo propulsion but thought Carr was using an "ether resonant frequency" instead. This obviously echoes the pre-relativity physics favored by the contactees of the Fifties.

Desmond Leslie proposed this more literally. Sound itself could levitate saucers and he boldly predicted that with jets crashing through the sound barrier "soon an entire house will be raised and put down in another site." He seemed enchanted with this notion in part because The Bible opens by suggesting creation itself involved uttering a word. (Leslie & Adamski, 1953) R.R. Russell (1955) seconded this idea and christened the approach 'vibrasonics.' He suggested this explained such reported saucer effects as damaged

windshields and paralysis.

In the Koldas contacts we are told Astrael-craft consume no fuel because of a type of solar energy in free space. They are carried along the magnetic currents that link all the planets. They move along the outer surface of these magnetic streams like a person driven by a stiff breeze gliding on ice. (van Vlierden 1986) This sounds vaguely similar to a Venezuelan case from August 7, 1965, in which a being from Orion states their saucers are actually called Gravitelides and *“operate by means of a nucleus of concentrated solar energy which produces an enormous magnetic force.”* (Ganteaume 1969) A Mexican contactee also has spoken of Martians insisting solar energy propels their spaceships and rates it as far more effective than liquid fuel rockets and points up the need of religiousness if one wants to conquer outer space. More, Weor’s aliens ridicule rockets as *“shoddy scrap-heaps”* and volatile combustion propulsion as *“circus feats.”* Even faster than light extragalactic travel putting the ship *“within the fourth vertical”* is alleged by this contactee to be made possible by solar energy. (Weor 2010) As photoelectric cells and systems of focusing mirrors seem unlikely to be used in extragalactic travel, I assume this solar energy is more akin to living sun ideas in theosophy and certain older religions, but it matters little without more light being shone on the details.

Phil D. is asked about what powers the ship: *“Energy. He says it channels some kind of energy. Directs it.”* Asked where the energy comes from *“I think he said it’s all around. It’s just raw energy.”* (Cannon 1995) I’m sure Yoda knows what he’s talking about. [*“Surrounds us, binds us”*] As would Adamski. (Desmond Leslie & George Adamski, *Flying Saucers Have Landed*, British Book Centre, 1953, pp. 75-8.) Presumably somebody will tell us this is just zero-point energy before contemporary human science caught up. (Bossinas 2000, 2001)

Nick Cook (2001), trawling Nazi lore for early evidence of anti-gravity, makes a case that Victor Schauburger hit upon a way to draw levitational thrust out of the zero-point quantum foam via a torsion field possibly as early as 1936 which led to a flying saucer patent in 1939. He made a test model flying saucer using that force once during the war years. He was scaling it up to a working craft, but the war ended and it never flew. His plans and patents drew interest by investors in the 1950s and Cook gives evidence this work influenced experiments by Evgeny Podkletnov in the 1990s. While Schauburger reassuringly was an engineer, Cook’s account provides a highly confusing context that makes it very unclear if his unorthodox notions had some kind of valid basis in quantum gravity or if there was merely some sort of lucky trial and error tapping into things that actually don’t involve breakthroughs into hyperspatial geometry. There is also a troubling admission that while some scientists estimate vast exploitable energy potential in vacuum fluctuations, one estimate suggests all the zero point energy in the volume of the earth would not boil an egg (Cook 2001; p. 110) Nothing is certain about it, but the adage ‘too good to be true’ tends to be my default position. Curtis Peebles (2003) has exposed a curious error at the start of Cook’s *Hunt for Zero Point* which has a general moral about paranoia – make sure your missing evidence isn’t because of a cover-up, but because you’re at the wrong starting point.

According to Ludwig Pallmann flying saucers are propelled by cosmic waves. He later speaks of a biological craft being absorbed, activated, and propelled by tremendous dimensional forces. This is uniquely suggestive of exposure to Dr. Who where this phrase was used in connection with the TARDIS. (Pallman 1970) Not shockingly the book was published in London.

Alan Holt thinks ufos involve a 7 dimensional hyperspace aka phase space that is intended to account for em-fx cases, nuclear emissions, winds, tight maneuvers, red glows, and effects of a gravitational vortex. Despite this being a CUFOS symposium paper, there doesn’t seem to be any aliens channeling this stuff. If there is any direct experimental data of hyperspaces creating all these anomalies, it is not evident in the paper’s citations. (Holt 1988)

There does exist a direct *experiential* claim of seeing hyperspace in abductee literature. During the summer of 1970, on the grass bank of the River Ouse near York, Philip John Edwards and a friend found a perfect rectangle of pure blackness 6 feet by 3 feet. *“There was a sudden coldness but also a feeling of peace and relaxation. As we entered, everything was black, but then after about three feet a bright light appeared up ahead and we could see people at some kind of fence. At first I thought it might be an opening to a caravan. His friend Peter said to him, “You are not going to believe this: I can’t find the way out. It’s just solid blackness.”* The insides seemed like a dark tunnel with inky black walls. The people turn out to be aliens of The Sovereign Empire and were temporarily parked in hyperspace from a time travel trip to pick up a pet dinosaur. The alien spaceship generates this veil of black space. After the encounter and the aliens start to leave, normal space sweeps towards the spaceship. Philip continues the story,

- *Peter and I ran for all we were worth back into normal space and time. For a moment I turned to look behind me. I saw a strange and eerie sight: the spaceship was being covered in jet-black blobs of hyperspace, which had the consistency and movement of black treacle. As each blob reached the ground it spread along the floor in a pool. Soon the whole spaceship had been covered and from beyond the darkness I could hear the female robot I say, “Goodbye, cheeky boy.” I looked to my right and saw the nearby trees disappear behind a veil of creeping, inky black hyperspace. Peter and I were being surrounded again by this strange space. Suddenly Peter, who had kept running and was about thirty feet ahead of me, called out, “Keep running, Philip! Look up ahead: a twelve foot circular doorway is closing!” I stood transfixed for a second watching hyper-space spreading all around us. Next I glanced up above and to my horror saw the sky falling towards me; it was only a few feet above my head. It was a black hyperspace streaked by a few fiery threads of moonlight seeping through the doorway, fifty or so feet in front of me. I panicked and kicked hard into the ground as I ran towards the circular opening, which was shrinking and beginning to move towards the left. I saw Peter make it out of the opening and he turned to watch me. The doorway opening was now only about 6 feet wide; I changed course as it moved more to the left.*

Inevitably he did manage to escape. In a more lengthy conversation with the aliens at a later date, he is able to ask them what exactly this black dimension was. Philips reports, *“I was told, simply, hyperspace is space without time.”* The alien then qualifies his

description, *"That is not quite right but it is near enough to the truth that it will do."* Philips comments, *"Not being a scientist myself, I did not explore this further."* (Holloway 2006) The initial rectangle of blackness and streaking threads of light naturally suggests inspiration of the stargate monolith of Kubrick's classic 2001: A Space Odyssey (1968). I suspect most scientists will have questions about how any unprotected human body could survive the spatial distortions implicit in hyperspace travel, i.e. wouldn't tidal stresses rip a human apart? The more common sense objection is that the closure of the escape hole seems timed in a too conveniently dramatic way. I strongly doubt Holt would have cited this had it been available in 1988; it seems too blobby and treacle-y to be the right sort of hyperspace for interstellar short-cuts.

Skipping back to gravity, some individuals, among them Herman Oberth, proposed that we not fight gravity, but use it. Somehow we'll tap into the energy of gravity that is all around us and convert it. $E=mc^2$. Convert the energy of gravity into mass and expel it downward. This will likely be done by an exchange particle called the Uon. Alas, it is as yet undiscovered. Must get those unified field theorists off their asses. (Hill 1999)

Or at least get them to mind-meld with Elizabeth Klarer whose brain holds the letters and figures of the unified field equations that lend simplicity to understanding the way Alpha Centaurans travel beyond the time barrier. We know the process begins by moving in *"the instantaneous anti-light harmonics, stepping up the frequency interaction of c and speeding up the geometric of time, altering the frequencies controlling the matter/anti-matter cycles – the geometric matrix of space-time."* There is also stepping up of the frequencies of light and time, repositioning within the spatial dimensions, then stepping down the pure electromagnetic wave-form in perfect harmony to the universe's equations. (Klarer 1980)

Abductee Debbie Tomey aka Debbie Jordan (In Intruders she is Kathy) has a mix of concepts which intersects Klarer's in some fashion. For larger ships traveling large distances the aliens *"pass through glicks in the continuum by bending light and time."* Once here they *"utilize the electromagnetic waves of [Earth]"* in a manner reminiscent of the waves of oceans or a tree leaf *"floating and drifting, riding the waves, back and forth."* (Jordan & Mitchell 1994, p. 149) This last is an obvious allusion to the 'falling leaf effect' which was a popular signifier of genuine ufo cases in ufo literature of the 1960s-70s period. If the word 'glick' seems somehow familiar, but you have trouble retrieving the reference, I will remind you that the Wizard Glick was the evil mastermind who had captured an alien and used its frodis energy in an effort to rule the world via television zombification in one of the best remembered episodes of The Monkees titled "Mijacageo."

I've heard of a book by a T.B. Pawlicki, How to Build a Flying Saucer: and Other Proposals in Speculative Engineering which I didn't bother to acquire. A reviewer named Behrendt criticized Prentice-Hall for publishing Pawlicki's book calling it overpriced at \$5.95, poorly organized, thinly researched, deceptively packaged and shows a lack of understanding of even the most basic physical laws. Pawlicki states that electrons have no mass when at rest. Wrong. Behrendt terms the central idea a "rectified centrifuge" designed to produce centrifugal force in only one direction. It sounds like the notorious Dean Drive that John Campbell used to enthuse about in Analog Science Fiction in the early Sixties. (Sladek 1974) It is relegated to being a perpetual motion scheme nowadays, but at the time it seemed to create forward motion via spinning vanes and a solenoid timed to synchronously jerk the whole device forward. Working models vibrated impressively but when put on frictionless surfaces they merely swung back and forth. Behrendt claims it *"has been tried countless times in numerous forms and has never delivered the reactionless drive the author promises."* He further warns that a rectified centrifuge built in accordance with Pawlicki's blueprints *"would complete less than a quarter of a revolution before jamming to a stop!"*

Kenneth W. Behrendt, proposed a drive system of his own, an anti-mass field generator that has a toroidal magnetic field among its components. He laments the radial forces tending to destroy the anti-mass field generator are on the order of a hundred thousand billion tons. Even if housed in an asteroid, the generator would tear itself to pieces. When Bruce Maccabee offered a subtle technical criticism about the need for an anti-momentum field, Behrendt got snippy and pointed out that the real flaw in his concept was that his assumption that an anti-mass field could negate the radial forces was *"ad hoc... This was a serious violation of electromagnetic theory and should not have been done, for if the anti-mass field concept is to gain acceptance it must not contradict any of our presently known laws of physics."*

Semjase reported that Pleiadean ships use a tachyon drive that paralyzes space and time simultaneously causing a collapse of null time and null space that allows it to travel light years in a tiny particle of a second. (Stevens 1989) Vladimir Terziski asserts that Nazi saucers of the Hanibu-1 and 2 types were using free energy tachyon drives as early as 1944 to haul people and material to the Moon where an underground moon base was built and populated. A larger Andromeda tachyon drive was used on the Hanibu-3 to take Nazis to Mars. (McClure 1999) Tachyon particles don't exist either. (Benford & Book 1973)

At a visit to a library in the spirit realm during 1987, one of Dolores Cannon's subjects learns saucers are powered by *"thought energy."* It is stored as energy in something like, but not really, batteries and this *"motivates their ships."* The subject is shown a huge blueprint and told that thought is energy and more powerful than terrestrial forms can understand. *"In time people of the Earth will expand their consciousness so they will understand this phenomenon. But at this present rate of evolution, you're not ready for this information."* (Cannon 1999; pp. 213-4.) Some of this is curiously like the 1987 Star Trek: The Next Generation episode "Where No One Has Gone Before." The line, *"It gives a rapid sense of propulsion by group thought energy"* in particular recalls how the thoughts of all the crew of the Enterprise must focus on The Traveler to help get the ship home.

Tracey Taylor, contactee with multiple alien races, reports she had an important role on board the interstellar craft she was transported on to learn advanced spiritual practices. She helped transform complex star maps into holographic form and she could

access knowledge from a quantum field of thought. This afforded her the opportunity to learn concepts that defy the laws of linear space and time. Unfortunately her extensive knowledge only gets us the snippet of information that aliens travel beyond the light barrier because their *"craft could operate on a non-linear frequency."* (Rodwell 2002)

As we slide along the unhelpfulness scale, we next come to space-mummy cursed C.A.V. from Peru. According to his aliens, they said that, *"at will, they could add or subtract weight from their vehicle. They accumulated energy through a heat system. Well, I don't understand it at all, but they said it was a method of changes in temperature which created some sort of energy."* This is vague, but probably bespeaks an exposure to the idea of thermodynamics. (Lorenzen 1968)

Whitley Strieber's 'Master of the Key' manages to be even vaguer in a short exchange. Asked by Strieber how he travels to other planets, he answers, *"You must learn to manipulate mass."* Strieber responds, *"Manipulate mass?"* He non-elaborates, *"The mass of bodies can be controlled by those who know the secret."* (Strieber 2011) A three year old driving a tricycle is manipulating mass. Rockets manipulate mass: Expelling mass backwards yields acceleration forward – one of the fundamentals of Newtonian physics. This could be a tongue-in-cheek vote of confidence in mass-drivers as a propulsion method or a hint that black holes and singularities will be tamed or that inertia needs further study or a dozen other things.

Arthur Bryant of The Scoriton Mystery learns from Yamski, on April 24, 1964, that the saucers fly via ideo-motor movement. (Buckle, 1967) This is quite curious, as this is a psychological term for unconscious movements of muscles, usually the fingers.

Ray and Rex Stanford say the saucers have a breathing force field and it breathes the primary force of space known in yogic doctrine as prana. (Stanfords 1985) One delightfully strange revelation telepathically channeled via the Batemans asserted that before turning to artificial Earth forces, some saucers were *"propelled by focusing the Charge force from a man to a brain of a dog which was intricately attuned to the Life Force or propellent of the Vimana."* (Bateman 1969)

A lady who channels Sirians relays that ufos *"utilize the merkaba principle: that of counter-revolving fields merging into each other."* Spinning disk technology was acquired by the Secret Government in trade with the rights of grays to abduct and experiment on humans with no resistance. Most of the physical ufos craft are built here. We will hear a lot more about rotating energy fields, they predict. With further advancement of free energy we will eventually realize *"there is no need for space ships,"* however. De-materialization can be used to cross the universe. The ufos actually involving aliens are mere holographic images preparing our mental bodies for the merging of multidimensional realities. (Cori 2000)

Wilhelm Reich argued that ufos ran on orgone energy. Jerome Eden defended the notion based on color changes of ufos, reactions to cloudbuster machines, and the analogy of spinning saucers to the whorls of hurricanes and curled hair. (Eden 1976)

Otto Binder: *"Probably every government on earth has a secret project in which top brains are frantically trying to find the breakthrough to UFO propulsion."* Possibilities occurring to Otto Binder include Plantier's cosmic energy, antimatter fuel, and quasar-type ultra-energy. (Binder 1967)

Next to lastly, a case ripped from obscurity:

- 1992. California. The witness suddenly finds himself floating out of his house. He then enters a hovering disc-shaped craft that appears to be empty. The interior of the craft is gray. The walls are flat and plain. He sits on a flat, small bench that circles the inside of the floor. Moments later he is lowered onto a school playground by an invisible force. He stands there for a while then about 10 gray beings with black almond shaped eyes approach him. They are described as slender, with small noses; five-feet tall and there are both males and females. The beings surround the witness and start pressing mental images on him. One of the beings that appear to be the leader approaches him carrying a transparent container filled with about 200 marble sized balls. The balls are vibrating and bouncing around at a very high velocity. He is told that these were used in the propulsion of their ships. End of recall. (Lost Haven 1992)

For those of you who have ever seen the 1961 Disney film with Fred McMurray, The Absent-Minded Professor, you should be thinking only one thing: FLUBBER! Saucers fly because they run on flubber!

There is one other mode of saucer propulsion that is far more common than what we've seen in this collection of propulsion concepts. Magnetic drives are, far and away, the most common idea to appear in the ufo literature. They have a long history that deserves separate treatment. I will provide that in the next installment.

Even without it however, the point is fully proved that ufolore is essentially incoherent taken en masse and displays a broad range of ideas. They can't all be right. Not to horrify the reader with hopelessness, Don Keyhoe claimed in 1970 he had read over 200 different scientific and technical explanations of saucer propulsion and he declined to give an opinion on who was right though he felt anti-gravity had interesting explanatory aspects. (Keyhoe, 1970)

The larger point is most have to be wrong. Yet, by what independent investigative criterion can anybody prove any of the ideas here are more worth looking into than any of the others? Those who reported propellers and jet engines have credentials as good as anybody and these worthless propulsion concepts showed up more often than the fancier-sounding alternatives. The few fragments of tech jargon aliens give humans are neither self-validating nor useful. What we really need are blueprints, an uptime n-generation electronics catalogue, and an interociter tech line.

I have no deep objection to engineers who use ufos as a Rorschach blot to fantasize about the future of technological advance.

Blue-sky coffee-chats don't do any harm and may result in discoveries for the same reason that dreams sometime lead to eureka moments. Fantasy breaks open mental habits and let one see differently. What I do sincerely warn anyone who will listen is this: Keep your wallet closed. Ufo study for the purpose of finding the key to the stars is totally bogus. Nothing practical ever comes from ufo study, nor can it. It is laughable to think anyone will ever find any way to analyze this ridiculously incoherent mass of claims and come away with a scientific breakthrough. It would border on insanely ambitious to think one would even make a pseudoscientific breakthrough. It is mere mystery worship. Nothing more.

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Hypothetical multiwitness sighting scenarios

by Matthew Graeber

Editor note: The following article is part of an unpublished manuscript by Matt, which discusses how the Raefield and Bailey sightings are related to the visions associated with mass sightings.

1. If a ship were at sea with four hundred sailors on board and, suddenly, a dazzling aerobatic phenomenon were observed - this could be considered a multiple-witnessed event, or "a large group sighting".
2. When we receive reports which tell of thousands of persons at Fatima observing a huge spinning disc in the heavens, which radiated breath taking colors before swelling up and dissipating; this, too, can be classified as a "mass vision" or an extremely large group sighting.
3. If the local press, radio stations, and people in the streets were charged with much excitement while talking about "it"; as were the many German citizens who saw a swastika suddenly appear in the sky on the day that Hindenburg died; then this, too, might be categorized as "mass-witnessed event" or, at least, a very large group experience.
4. So, too if a group of individuals, such as a family of four were to report seeing a UFO; this, also, is could be thought of as a multiple-witnessed event, or, a "small group sighting". For the only real difference between this type of experience and that of spectacles we've mentioned above is a numerical one, which only tends to support what each individual of a specific group had perceived during a particular event. In other words, if the group consists of a thousand persons or only four individuals, it may be that the symbolic character of the event directly corresponds to that specific group (i.e. their psychic condition and emotional needs).

So the psychological effect of such visions may be very much alike in either case, even though the number of witnesses may vary greatly,

To come to grips with such happenings, we would have to find out what was troubling the four hundred sailors, who observed the aero-circus while at sea.

Likewise, we would also have to discover what caused the great "collective tension(s)", which affected so many Christians in Portugal, and made such a "marvelous vision". Was it a combination of social, political, and perhaps even religious oppression?

So, too, concerning the "sky sign" observed in Germany - could it be that some "societal/emotional tension" might account for the emergence of the great twisted cross? Unfortunately, we do not know if this manifestation was reported by pro or anti-national socialists.

But, before we get too far along with this trend of thought, I would like to mention that we have sort of "set the stage" concerning the terms "mass, multiple, large group and small group witnessed events" in accordance to my particular opinion concerning what an obviously small percentage of UFO events might actually represent.* But, we haven't any sort of proof whatsoever that ties the miracle at Fatima in with our hypothetical mass observation of UFOs at sea; nor, can we proclaim with any degree of certainty that the cloud swastika was not placed in the Teutonic skies by political design (i.e. skywriting aircraft).

But, if other researchers are permitted to expound so-called theories that involve all sorts of incredibly fantastic scenarios, I think we might be able to cautiously push along with this down-to-earth brainstorming as we seek to discover some truth concerning the possible existence of even more UFOs hailing from the inner space of man.

But, here again, I must warn you that I shall have to set the stage once more as we use the words "exist" or "real" and even the word "value". For, if we wish to call the UFO that Mr. Raefield (SUNlite 2-2) saw an alien spacecraft, then we are obliged to say that in cases such as his, UFOs most certainly do not exist. However, if we call his UFO sighting "a meaningful vision", then, of course, we might say that, yes, Mr. Raefield's UFOs were "very real" to him personally.

Beyond the above, there is a third possibility to be considered. For we might be discussing only one variety of many types of occurrences which we investigators presently lump together and mistakenly call a singular manifestation (i.e. UFO sightings). For it is entirely possible (although extremely improbable) that some other variety of encounter may involve the actual observation of a "real alien space vessel".**

Obviously, then, the whole question of truth concerning the saucers actually depends upon one's particular point of view about them, which is, in most cases, a qualitative statement based on how one subjectively values them or has been influenced to do so. Why we value the UFOs at all is another very interesting subject but, even with a resolved case like the Raefield matter, there are differing opinions concerning its "truth", "reality", and "value". Please allow me to explain, for I feel that it may be of some importance to fully understand this point as we continue our study.

First of all, while it is "scientifically accurate" or "true" to say that Mr. Raefield's UFOs were only a misidentification of birds, it would also be "true" from a strictly humanistic point of view to stipulate that the birds were merely images (visual perceptions) that triggered a function which helped to reduce some of the great physical tensions which he was unconsciously experiencing at the very instant of the sighting.

But, one must also admit that it is just a “true” from a psychodynamic, psycho-adaptive, or even, a transitional psychical viewpoint, to say that Mr. Raefield consciously perceived what he “truly believed” were UFOs - not birds - and most certainly not his anxiety-ridden unconscious problems on display during the UFO encounter; and that was “the real truth and value behind his UFO experience”. In fact, if we think about it, we soon realize that he shouldn’t be cognitive of the experience’s true meaning, for that would completely nullify the event’s marvelous effect.

*Most UFO experts agree that of all the saucer sightings reported, only 3 to 5 percent actually remain completely unidentifiable.

** Because we haven’t any prior experience involving interactions with extraterrestrial life forms - we can not reasonably venture a guess at their possible mental and technological capabilities.

News flash: Anthony Bragalia claims that the Trent UFO photographs are a hoax!

Anthony Bragalia presented another one of his sensationalist articles for his blog, where he proclaimed he has evidence that the Trent photographs were a hoax. Most of what he presented was already in the public domain and there was nothing really earth shattering. Most skeptics have long suspected they are hoaxes but there was nothing in Bragalia’s article that confirmed this. However, he made one claim that was noticed by many as being incorrect.

In his article, Bragalia made much of a photograph showing one of the Trent children sitting on top of a ladder. This photograph had been circulated for many years and it was accepted by most that this was taken by the photographer, Loomis Dean, who had taken the pictures for LIFE magazine. Bragalia stated the image actually came from the same roll of film that was used for the UFO images. His conclusion was that this demonstrated that Trent had planned this as a hoax.

Skeptics and UFO proponents all questioned this claim and stated there was no reason to suspect they were taken by Trent. Bragalia responded that it was probably from the Trent roll of film for several reasons:

1. James Oberg said so in an Above Top Secret posting in 2009.
2. He talked to an unnamed LIFE employee, who confirmed this.
3. Others in various forums posted this same claim.
4. The image did not look like it was done by a professional photographer.

These arguments really didn’t sound very convincing. The skeptics/UFO proponents responded that the image looked like it came from a different camera and film than the Trent’s Roamer camera.



When David Rudiak provided evidence, in the form of dozens of images taken by the LIFE photographer, which demonstrated the boy on the ladder image was not from the Trent roll, Bragalia chose to change his tune. He wrote another blog entry, where he resorted to using a UFOlogical epithet to blame “rabid” skeptic, James Oberg, for his mistake. According to Bragalia, Oberg made the original claim and never posted any of the other images from the LIFE archive. However, Oberg did not even post the specific ladder image. He simply provided a link to the LIFE archive and focused his comments on the boy on the ladder image. Others followed and found the other images, which they posted. Bragalia seems to either have been unaware that there were more images in the LIFE archive or could not find them. Had he read just a few posts later in the Above Top Secret thread, he would have realized there were more photographs he needed to locate. In this article, Bragalia also seems to have forgotten about his unnamed LIFE magazine source. Did that person ever really exist or were they also a “rabid debunker”.

When somebody writes an article on such a controversial subject, it is important that they verify the information is correct before publishing it. Forum discussions usually involve errors and, if you are going to use these as your source, you need to make sure that information is accurate. In this case, all Bragalia had to do was contact Oberg and ask him how he arrived at this conclusion so he could check for himself. Instead, Bragalia simply grabbed the information and created a sensational headline. In my opinion, this is “par for the course” in many of his writings.

According to Lance Moody, Oberg now admits that he made a mistake back in 2009, which should put an end to this part of the story. However, Bragalia’s effort to absolve himself of any responsibility in repeating the same error demonstrates a lack of integrity. As Gilles Fernandez is fond of saying, “That is UFOlogy”!



Another old UFO report explained as a satellite re-entry

It seems that Ted Molczan has been busy again explaining UFO reports. In this instance, he has explained a lesser known UFO case seen from Morocco after midnight on the night of September 18-19, 1976. While it is not as famous as the Yukon case from 1996, it has been promoted by some because of the exchange between the American embassy in Morocco and, then Secretary of State, Henry Kissinger. The event was described in Larry Fawcett and Barry Greenwood's book, *The UFO cover-up* (pages 86-88) and documentation for it can be found on the internet.

Vindicating Hartmann

Dr. William Hartmann wrote a chapter for the Condon Report with the title of "Processes of Perception, Conception, and Reporting". In that part of the report, Hartmann noted the problems with how some people misperceived the Zond IV re-entry as a large cylindrical object with windows:

Of course, the important question in a case such as the Zond IV re-entry is not the quality of the worst observations, but rather whether the observations taken together did define and clarify the phenomenon. My own judgment is that, together, the reports would suggest a re-entry to anyone who was familiar with such a phenomenon. This results primarily from the vividness of this particular case, and the attendant diagnostic features: a bright bolide slowly disintegrating into many fragments, each attended by a train. Nonetheless, it must be said that only a fraction, about a quarter, of the reports point directly in this direction while about another quarter are misleading and the remainder insufficiently detailed to be diagnostic. A reporter or investigator coming upon the case in innocence would be hard put to distinguish the good from the bad reports.

I have seen UFOlogists attempt to downplay what Hartmann noted in his report. They point to all the other observations that demonstrated it was just a re-entry and any good UFOlogist would be able to ascertain what the source was. They ignore Hartmann's point that if ONLY the witnesses, who gave the more exotic descriptions, filed a UFO report, UFO investigators would be misled into believing this was an actual exotic craft. Now we know that Hartmann's observations were very astute. In both the Yukon and Morocco cases, nobody was aware that there were re-entries occurring at the time and most, if not all, the reports gave descriptions of such an exotic craft. As a result, it was assumed by UFOlogists that what was seen was something other than space debris re-entering the atmosphere.

How many more?

The biggest question one can ask is how many more UFO cases can be traced back to space debris re-entries? Better yet, how many can be traced back to bright fireballs? Looking at books like *The UFO evidence*, one can see quite a few potential fireballs that are passed off as UFOs. The most commonly promoted case is the Chiles-Whitted sighting. There is good reason to suspect this was nothing more than a bright fireball. However, several prominent UFOlogists refuse to accept it is possible that Chiles and Whitted mistook a fireball for a rocket ship because they were pilots. To take this stance ignores the many reports of fireball and space debris re-entry events that have produced very similar descriptions from so-called "experienced observers" in the past. Rather than learn from these mistakes and case histories, some UFOlogists seem to be more interested in trying to convince themselves and others that their prized cases are still evidence of alien visitation.

The UFO evidence: Under review

March 9, 1957

The NICAP document lists the sighting in the chronology as:

March 9, 1957--Nr. San Juan, Puerto Rico. Pan American Airways pilot took evasive action as fiery round, greenish-white object passed plane. [V]¹

Reading Section V, we find the following description:

Round greenish-white object came toward airliner; outer ring appeared to reflect light from center; pilot took violent evasive action.²

That is pretty much it but there is a lot more about this case in the news reports of the day as well as the Blue Book file.

The details

Flight Pilot Tells Story of Missing Strange 'IT'—Or 'Flying Spotlight'

According to NICAP the event occurred at 3:33 AM but the Blue Book documents stated there were two different events. One occurred at 0140 EST, while the main event was after 3:00 AM. While they lump them together, I consider them two separate incidents and will only address the 3:30 AM EST event, which is what the pilot reported.

What transpired that morning was best stated by the pilot, Captain Matthew Van Winkle. His story appeared in many newspapers on March 11, 1957. According to his account, the plane was on autopilot when he saw a bright object that appeared like a "big spotlight" approaching the plane. Van Winkle first thought it was an interceptor jet but then realized they travel in pairs. He took prompt action to avoid the approaching object and, as a result, several passengers were injured. According to Van Winkle, the object passed under the wing of his airplane. He also noted that it could not be a meteor because he had seen hundreds of them and they always come from above and head downward (a common misconception - meteors can go in any direction of the sky). In the same article, he noted that Captain Perry, who was the captain of a flight 175 miles behind him also saw the UFO at the same time he did. Perry described it as a "magnesium flash" that lasted about five seconds. Another pilot stated it had broken in two.

A general summary of the event is that a bright object had appeared out of the sky and flashed by the airplane in a brief period of time that was measured in seconds. It was visible over a wide area, which could be measured in hundreds of miles, and was very bright to all who saw it.

NICAP vs Blue Book

The Blue Book file is quite extensive with collections of various news paper clippings and UFO articles on the case. There was also many requests to various commands, including the Navy, wondering if it may have been a wayward missile or rocket of some kind. All responses were negative to these requests. Contrary to what NICAP proclaimed, there seemed to be an honest effort to look into all the possibilities. The file also includes copies of the report made by the Civil Aeronautics Board (CAB).

The CAB had statements from all the other air crews. It is interesting to note that Captain Wyland, who was about 113 miles to the ESE, also thought about taking evasive action indicating that he thought the object was close to him as well. Most of the observations of the UFO were inside a radius of about 200 miles from Van Winkle's plane. All described the duration as about five seconds or less. The CAB report also made mention of negative reports regarding any military activities. Probably the strangest comment was the following:

A CAB check of U.S. Weather Bureau and astronomical agencies in the area involved indicated no meteor activity at the time of the incident³

This is an odd statement considering the planes were over the open ocean over 300 miles from land. It is unlikely that any astronomers were in the area unless they were on a plane or ship. They probably asked some observatories if any meteor showers were

active on the night in question and received the answer of no. However, bright meteors can happen at any time and many famous fireball meteors are not even associated with a meteor shower. Meteor showers are usually associated with fine dust left behind by comets. While this can produce bright fireballs, they usually do not produce the kind that break up into small pieces or produce meteorites.

Blue Book concluded that this was a bright fireball despite this statement by the CAB. The evidence seems to be very good for this conclusion. It was seen over a large area, it lasted only a few seconds, and was very bright to all observers. Had it been a craft of some kind, the object would not have been visible to observers simultaneously over a large area and its brightness would change with distance from the source. A fireball matches the description given by the air crews.

As is common in these cases, the pilots often proclaim what they saw could not be a meteor because they see them all the time. However, fireballs are unique in that they are very brilliant, appear to be closer than normal meteors, and can be quite startling. Observers frequently feel the meteor disappeared just beyond the treeline and was only a few hundred feet off the ground. This misperception is well documented.

On page 16 of the July 1957 UFO investigator (see image to right), NICAP argued about the meteor fireball explanation offered by Blue book.⁴ They used the statements by the Civil Aeronautics Board that they have yet to agree with this conclusion as evidence that this explanation was unacceptable. NICAP also stated that they did not rule out the possibility that it could have been a meteor but then spent a great deal of time trying to rationalize why this could not be a meteor. In one instance, they describe the event from two hours previously and state that the odds of two bright meteors being visible in the same area was too high. Another argument was Van Winkle's statement that the UFO was below the horizon. Of course, this ignores the possibility that Van Winkle was too busy trying to gain control of his aircraft after performing an evasive maneuver to make such an accurate observation or that he might have been mistaken.

Pan American Airliner Case Still Unsolved, Says CAB

Despite an Air Force spokesman's claim, the dramatic UFO report made by a Pan American World Airways captain on March 9 is still unexplained, according to the Civil Aeronautics Board. The Pan American pilot, Capt. Matthew Van Winkle, violently zoomed his San Juan-bound airliner to miss what seemed imminent collision with an unidentified flying object. During the CAB's three month investigation it has given NICAP four reports. Each time the Board stated that its investigation was unfinished. In the latest report on May 21, the CAB told NICAP: "Evidence supporting the meteor answer is negative. The sighting is unexplained and we are still investigating."

Two days later, on May 23, an Air Force spokesman told Gene Wortsman of the Scripps Howard Newspapers: "The object has been identified as a shooting star which continued blazing after entering the earth's atmosphere."

NICAP does not rule out this possibility, although Captain Van Winkle and other pilots who sighted the object did not believe it was not a meteor. But in view of the CAB statement, this case will be kept open for full evaluation when the final Board report is received.

Meantime, for members who have asked for the answer to this sighting, the UFO INVESTIGATOR will present all the evidence now available.

Just before midnight on March 8, Pan American World Airways Flight 257 took off from Idlewild International Airport in Long Island en route to San Juan, P.R. At the controls of the four-engined DC-6 airliner was a PAA veteran, Capt. Matthew Van Winkle. In the cockpit with him was the co-pilot, First Officer D. W. Taylor, and Flight Engineer John Washuta. Purser C. Silva and Stewardess Julie Santiago, back in the cabin, completed the airliner's crew.

people can be trusted with the truth, even if it is alarming.

I believe that the American people should know the facts. For this reason, I am glad to help in making NICAP an effective organ of public enlightenment. I personally want to know the truth about the UFOs, and to know it as soon as possible. There is more than a hint here that what we are dealing with in this matter portends a revelation of the nature of our world and our universe which could make the renaissance of the Middle Ages seem as nothing.

Because of a storm center over the Atlantic, to the east, Capt. Van Winkle flew west of his usual course for the next three hours.

Until 3:33 a.m. EST, the flight was normal. Most of the passengers were dozing, their seats tilted back. The DC-6 was at 70° 40' West, 30° North (approximately above of Jacksonville) and First Officer Taylor had gone back into the cabin when suddenly a bright light appeared to the right of the plane.

Seen through the co-pilot's window, the object at first had an orange glow. For a split second Van Winkle thought it might be the spotlight on a jet interceptor; a jet pilot might be checking, since he was out of the usual flight path. But he instantly dismissed the idea. The light was too bright and it was different from any jet spotlight. He saw now that it was a greenish-white, clearly circular, and that it had a definite edge. It seemed to be heading directly toward his plane, on a collision course.

The plane was on automatic pilot and there was no time to disengage it. Capt. Van Winkle hauled back on the controls, overriding the device. In his haste to avoid what seemed imminent disaster, he pulled harder than he intended. The DC-6 zoomed steeply, climbing 1500 feet before he could get the nose down.

Most passengers, their belts unfastened, were thrown from their seats. Hand baggage, coats, parcels flew through the air.

"It was pretty bad," one of the passengers later told NICAP. "But it wasn't stark terror, though there naturally was some screaming."

Up forward, as Capt. Van Winkle got the DC-6 under control and trimmed, the radio came alive with excited reports from other airline captains ahead and behind Flight 257. Most of the crews also had seen the strange object. Capt. Ed Perry of Flight 269 said it was moving ESE in a slightly concave arc, before it suddenly vanished.

About 150 miles ahead of Van Winkle, PAA Capt. Robert W. Wyland, flying at 17,000 feet, said the object broke in two—or one part dropped off—just before it disappeared.

By this time Van Winkle was on the public address system trying to calm the passengers. Many were bruised and shaken, a few injured seriously—Stewardess Santiago with a concussion, Mrs. Abraham Gitlow of Philadelphia with severe internal damage.

Continued on Page 17

Another one bites the dust?

This case's inclusion in "The UFO evidence" was more of a case of blindly disputing Blue Book's conclusion regarding the sighting than a careful evaluation of the evidence. Looking at the sighting objectively, it appears that this was nothing more than a bright fireball. While one can not conclusively prove this was a fireball since it happened out to sea and can not be confirmed by ground observers, it is the most likely solution to the case. It should never have been considered to be evidence of UFOs that are "manifestations of extraterrestrial life".

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The 701 Club

Case # 9053

According to the NICAP web site the case is described as:

Aug. 18, 1964; Atlantic Ocean, 200 miles east of Dover, Delaware. 12:35 a.m. Witnesses: Maj. D.W. Thompson and First Pilot 1st Lt. J.F. Jonke, on a USAF C-124 transport plane. One round, blurred, reddish-white object was on a collision course with the C-124 from ahead and below. The airplane evaded the object. Sighting lasted 2 minutes.¹

The Blue Book file only contains three pages of message traffic describing the event and a brief mention by Hynek to Quintanilla. The C-124 was flying at a magnetic heading of 260 and a TAS of 200 kts. They changed heading from 260 to 340. The time is listed as 0535Z and the sighting lasted 2 minutes.

1st Lt David Ross was the investigating officer and he reported the crew had another trip 15 hours after they had landed. He talked only to the aircraft commander and could not explain the event. There was no radar contact with the object and there were no aircraft in the area.

It seems that this was a very good unidentified case but I think that certain parts of the case were ignored.

Hynek's investigation

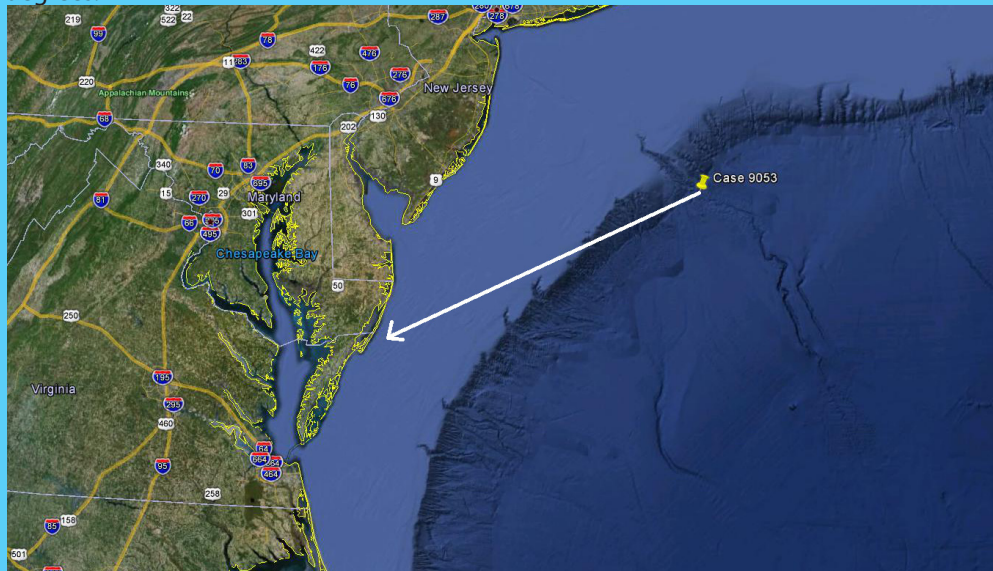
Hynek really did not do much in the way of investigating this case. He proposed a possible solution but wanted to talk to the crew before labeling it identified:

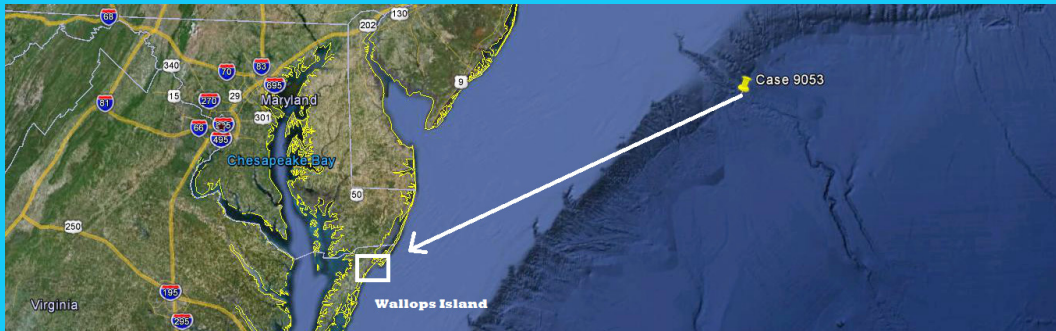
Apparently these people were between two cloud decks and saw an object approaching them. It might have been a relatively stationary balloon which they were overtaking and passed. Since everything over the Atlantic is carefully checked by radar, this is a puzzler, and it would be very interesting to get the comments of the individual crew members. I would like to find out how bright the object appeared and also whether they ever saw it to the rear of the plane.²

It is not clear if Hynek ever talked to the crew because there are no other comments by Hynek in the files. However, he did include it in his book, "The UFO Experience" as a nocturnal light (listed as NL-10). It seems that all Hynek did was record it for his own records and did not bother to investigate much further than that because there is something missed or not mentioned by the investigation on this case.

A reasonable explanation

The first thing to determine was the plane's position and direction to see if there might be a possible solution that could be checked. According to the file, the plane was 200 miles east of Dover, Delaware (no longitude/latitude was given). The plane was flying on a magnetic bearing of 260 degrees. The magnetic declination for this area is roughly -13 degrees, which means the true heading was 247 degrees.





This sighting line is very interesting. Using Google Earth, this direction points towards the launch pads at Wallops Island, which is located about 220 miles away along a true bearing of 246 degrees. Was there activity at Wallops island that night?

The astronautix web site gives the following entry for the date in question:

1964 August 18 - . 06:05 GMT - . Launch Site: Wallops Island. Launch Complex: Wallops Island LA3. LV Family: Scout. Launch Vehicle: Scout X-4A. LV Configuration: Scout X-4A S129R. •Reentry 4A - . Nation: USA. Agency: NASA. Apogee: 183 km (113 mi). Summary: Scout launch tested Apollo-type ablator materials at lunar reentry heating levels.³

The rocket would have appeared to be a bright reddish ball of fire that would rise out of the lower cloud deck and move down range. The pilot stated he took an evasive turn to 340 degrees magnetic and reported that the UFO then took a right turn and disappeared. This “right turn” by the UFO could imply it went to the pilot’s left (not to his right), which is a reasonable description of the rocket’s trajectory towards the east. The duration of the first stage burn was about 40 seconds but the entire rocket burn (all four stages) was over two minutes. At this point, it seems possible that the Scout X-4A launch is a reasonable explanation.

Possible reasons for rejection

I can think of several factors that might give reason to reject this explanation. However, I do not think any of them are fatal. They are:

1. The difference in the time. There is a 30 minute difference between the time of the sighting and the time of rocket launch.
2. Clouds may have obscured the launch.

I don’t consider the clouds issue a serious problem because they were listed as broken. There could have been a clear area in the direction of the rocket launch. However, the time difference is a problem. We don’t really know if the time listed for the sighting is accurate. The investigating officer stated he only had time to interview the pilot. It may be possible that the time was approximate or recorded in error.

Why didn’t Blue Book identify it?

If you believe what UFOlogists state about Blue Book, they would have jumped at the chance in identifying this as a Scout X-4A launch. The lack of any mention of the rocket launch by the investigating officer, Hynek, or Blue Book staff indicates to me that nobody bothered to check for activity at Wallops Island. The staff at Blue Book seems to have left it up to the investigating officer to identify it and he chose only to interview the pilot. Complacency seems to be why this explanation was probably ignored.

Case closed?

In my opinion, this is a reasonable explanation for the event in question. The coincidence that the plane was pointed towards Wallops Island when they saw the UFO and that a rocket launch occurred within 30 minutes of the time of the sighting, is difficult to ignore. If we assume there is an error in the time of the event, then this can be listed as a probable rocket launch and remove it from the “unidentified list”.

Notes and references

1. NICAP. The Bluebook Unknowns Available WWW: <http://www.nicap.org/bluebook/unknowns.htm>
2. “Project Blue Book - UFO investigations”. Fold 3 web site. Available WWW: <http://www.fold3.com/image/#9420780>
3. 1964 Chronology”. The Encyclopedia Astronautica. Available WWW: <http://www.astronautix.com/chrono/1964.htm>

UFOs on the tube : Canada's Roswell

The show begins, as expected, recapping the incident. I found some of the reports by witnesses inconsistent. Laurie Wickens describes driving down the road following lights in the sky but loosing them in the trees. He then sees a bright flash and hears a whistling sound. Looking into the harbor, he now sees a light floating in the water. Meanwhile, Norman Smith claims he saw the lights and, when he got home, observed the lights in the sky with his father. A police car then came by on its way out to the harbor, which alerted him to the crash. How can the lights be in the sky and in the harbor at the same time? Michael Caldwell stated he was walking home when he was alerted by somebody in a car to go down to the harbor. Why didn't he see the crash or hear the whistling sound if he was outside? Light house keeper Ernie Banks claims to be monitoring the harbor and navigation aids but only heard about the crash around midnight when he received a call! With the exception of Wickens, who saw a bright flash, nobody seems to have actually seen the UFO impact the water! They only saw a light floating in the water.

Some boats went out into the water and only found a patch of yellow foam. Over the next few days, divers went down looking for debris but found nothing. The show spent a great deal of time presenting the standard exaggerations about the town of Shag Harbor being "fearful" and claims of a "cover-up". Light house keeper Banks felt something had been brought up. Cromwell claimed it was all very secret and Norman Smith stated they would not allow anyone near the dive area. Of course, that is what one would expect with a dive operation. You can't have boats running over divers! Despite publicly stating that nothing was found, the residents felt they were not informed about what the diving operation discovered.

The show portrayed the scientific responses after the event in an unfavorable light. Father Burke-Gaffney, an astronomer and priest at St. Mary's University, was labeled a debunker. In my opinion, Dr. Condon's study was portrayed inaccurately. Condon's group were told by officials that nothing was found and that pretty much resolved the issue. What good would it have done to send a bunch of scientists to interview a bunch of witnesses? Not mentioned was the fact that the two major UFO groups, NICAP and APRO, seemed to be just as apathetic. They reported it in their newsletters and never sent anybody to check up on it.

The other part of the story involved the claims that an operation had occurred near Shelburne where the UFO had moved to after leaving Shag Harbor. The sole document presented to confirm this operation was a UFO report by a Captain Mersey, who stated his UFO may be similar to the events at "Shelburne OR Barrington passage" (my emphasis on the OR). Apparently, Mersey was giving a description of the general area where he heard that diving operations were happening. He did not even mention Shag Harbor. To justify the Shelburne theory, we are given rumors made by the same unnamed diver mentioned in the book. Don Ledger stated the divers actually saw "creatures" from another UFO helping out the damaged UFO. No evidence of naval activity is presented that an actual operation did occur near Shelburne. In a final part of the show, light house keeper Banks described recovering a damaged metallic tube with wires and odor. He gave it to an American Naval Officer, who flew up from Virginia. It sounds like he recovered a sonobouy. No evidence is presented to support this claim either.

Throughout the show, Chris Styles and Don Ledger seem to think that the instant the object was labeled a UFO, it meant that it was an alien spaceship of some kind. Don Ledger even made the claim that it was a craft that was intelligently controlled and extraterrestrial in nature. This is a misrepresentation of what the documents state. The Canadian government stated that it was an "unidentified" object that people claimed they saw crash into the water. They had no idea what was seen and they found no debris. All Styles have to present is a lot of speculation and wild stories told decades later by people, who choose to remain nameless. We have no idea what, if anything, "crashed" at Shag Harbor. All we have are reports by people of seeing a light and some foam in the water, which simply vanished. Everything that has been presented as evidence of a UFO crash is based on these anecdotal reports.

While the program does a good job of describing the case, I found the presentation/interpretation of the facts less than satisfactory. Watch it once if you want to know a bit about the case but there is little in the way of substance other than decade old stories about the events that night. We have seen this story before with Roswell, Aztec, Kecksburg, etc. etc.

Buy it , Borrow it, or Bin it!

Dark Object

by Don Ledger and Chris Styles

This book bears the title that it is the "World's only government-documented UFO crash". As a result, I expected to see some documents that would support that claim.

The book opens up with sightings that are supposed to be related to the crash, which happened after 11 PM. The first event was seen by airline pilots around 7:19 PM in Quebec (over 300 miles away), where the pilots saw something "explode"! I suspect the theory is that the UFO was damaged over northeastern Canada and then conducted some sort of "controlled crash" near Shag Harbor over the next four hours. The book makes little effort to connect all these sightings together, where they show that these were observations of the same object. There is little supporting documentation presented for these sightings.

The investigation presented in this book seems to be more about trying to make something out of very little. There is a long laundry list of mysterious individuals with pseudonyms like "Leo", "Harry", "Jim", "Earl", etc. , who describe super mysterious events, which included a major sea borne operation near Shelburne 20 miles away. Not one shred of documentation is presented to support this claim. We are not even given the names of any of the ships involved (other than a coast guard cutter at Shag Harbor). I am not even sure if an actual Magnetic Anomaly Detection (MAD) grid described by one of the witnesses even existed in the harbor at Shelburne. There is no doubt a SOSUS array existed in the region but MAD sensors are something usually found on anti-submarine aircraft.

While the case is interesting, the book does little beyond hyping a conspiracy. I purchased my book from a used book store but later found it on line. As a result all can read the book for free. I suggest readers "borrow" the on-line version. Beyond reading it once, this book has little to offer.